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RESULTS OF MAIN ROTOR RADAR BLADE FLIGHT TESTS, MODEL UH-1B, S/N AF622023

**REPORT NO. 204-100-113** 

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# BELL HELICOPTER COMPANY

FORT WORTH, TEXAS

DIVISION OF BELL AEROSPACE CORPORATION . A TEXTON COMPANY



# TECHNICAL DATA

Qallana.	DATE_	11/30/65
Flight Test the	gineer DATE	12-13-65
Asst. Chief light	Engineer DATE_	12-13.65
APPROVED J. W. Lly	Test Engineer Tow DATE	12-22-65
Project Engir	ieer	

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REPORT NO. 204-100-113

DATE 11/17/65-

FLIGHT TESTS, MODEL UH-1B, S/N
AF622023

PREPARED UNDER CONTRACT

REPORT SEQUENCE NUMBER

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#### SUMMARY

Main rotor blades configured with leading edge radar antennas were installed on a Model UH-1B Helicopter, S/N AF 62-2023, Bell No. 543, for both ground and flight tests. At the conclusion of the flight test program, 0.7 hour of ground run time and 16.7 hours of flight time had been logged on the helicopter. The first phase of a two phase major test program was performed during these flights. Load level tests and basic electromagnetic radiation pattern tests comprise Phase I and both were successfully completed.

Load level tests confirmed previous measurements. All measured loads and vibrations were identical to production 204 blades. Flight characteristics are identical to a production UH-1B Helicopter. Radiation pattern tests were very successful and proved that the use of rotor blade antennas as a radar transmitting device is feasible.

Based on preliminary analysis of flight test data, it is concluded that use of the main rotor blades for radar transmissions is practical and warrants further study and tests to determine specific configurations for use in production operations. Final analysis of radiation test data (photographs) were performed by David W. Young & Associates, consultants for this development program.

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#### INTRODUCTION

The feasibility of using a helicopter main rotor blade as a radar antenna has, for a long period of time, been a question involving application of a practical design. Bell Helicopter Company, in conjunction with David W. Young & Associates, consulting engineers, entered a design study and hardware development program which would ultimately result in a flyable system for flight test evaluation. This program was divided into two phases. Phase I consisted of modification of the leading edges of two standard Model 204 main rotor blades to house a 173-inch leaky waveguide antenna for pattern flight tests. Phase II will be the flight test of a special set of Bell funded blades designed to incorporate both a leading and a trailing edge antenna.

A set of limited life, 44-foot diameter blades from a Model UN-1B were modified for flight tests. The initial set of blades were installed on Bell Model UH-1B, S/N AF 62-2023. Following ground checks, edge bonding of the erosion boot protecting the waveguide antenna failed during the first flight. The blades were returned to the Bonding Department and a new erosion material applied. The blades were reinstalled on the helicopter and used for the remainder of the test program.

Hardware for the blade-to-cabin installation was delivered to Flight Test Engineering for installation on 20 August 1965. Pattern transmission tests were completed on 3 September 1965 and the configuration was removed following Flight 151 on 9 September 1965. At the time of removal, the blades had accumulated 0.7 hour ground run and 16.7 flight hours.

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## DESCRIPTION OF TEST EQUIPMENT

#### HELICOPTER INSTALLATIONS

#### Blade Waveguide Installation

Two 44-foot diameter blades, P/N 204-011-001-15,S/N's A-2-247 and A2-836, were modified to accept the leading edge radar antennas. The leading edge antenna installation was protected by a vinyl tape installation approximately 4 inches total width (2 inches on top of blade and 2 inches on the bottom) for the full span of each blade. Details of the antenna installation are shown on Drawing No. 299-018-001.

## Hub Waveguide Installation

An installation consisting of both fixed and flexible waveguide was made on the standard UH-1B hub as shown on drawing number 299-760-003 and the photograph of Figure 1.

#### Mast Installation

The main rotor mast was used as a waveguide for this specific installation, drawing number 299-760-003. The main parts of this installation are the upper and lower cones which transition the signal from the standard rectangular waveguide cross section to the circular section of the main rotor mast. The upper mast installation can be seen in Figure 1 with the lower mast installation shown in Figure 2. The upper cone adapter installation was made through use of the special mast nut which was a standard instrumentation nut modified at the top to accept the cone adapter.

#### Cabin Installation

A Klystron transmitter (emitting CW, Ku band microwave energy) was installed on the instrumentation table in the passenger compartment. This installa-

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#### DESCRIPTION OF TEST EQUIPMENT - (cont)

tion is shown in Figure 4 and includes the power supply, transmitter, and waveguide attached to the bulkhead. On the rear of the bulkhead, a flexible waveguide (TL-57-4-B-12N) was installed between the lower mast cone and the transmitter waveguide as shown in Figure 2.

#### INSTRUMENTATION

#### Load Level Tests

Standard blade instrumentation was used for these tests. All load level data was recorded on two oscillographs. Setup and calibration sheets are shown in Appendix C.

#### Transmission Tests

No special helicopter instrumentation was used for transmission tests since all signal data was recorded at the ground receiving station. Normal pilot and copilot instrument panel data was recorded using airspeed, altitude, and heading instruments. Calibration data for these instruments are shown in Appendix C.

#### GROUND RECEIVING INSTALLATIONS

The ground receiving equipment, located in the Flight Test Hangar at the Globe facility is shown in Figure 5.

## Parabolic Disk

A 42-inch parabolic reflector, Ainslie 444020-33, with a one degree beamwidth was used to receive the signal from the helicopter. A four power 4.6 degree field of view sighting telescope was attached to, and boresighted with, the dish. This enabled the ground station to determine when the helicopter

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#### DESCRIPTION OF TEST EQUIPMENT - (cont)

#### Parabolic Disk - (cont)

was on the point of test.

#### Preamplifier

An LEL KBH-2 low noise preamp and mixer together with a Hewlett Packard 628A signal generator was used to amplify and hetrodyne the incoming signal to IF frequency.

#### Attenuator

A precision attenuator FXR Model Y164-A was inserted between the receiving antenna and the preamp for calibration of the data equipment.

#### Oscilloscopes

Two Tektronix Model 545B oscilloscopes were used to display the received patterns for photographic analysis. Two recording type Poloroid cameras were used to photograph the displayed images.

#### Communications

A Bayside portable transceiver was used to communicate with the helicopter.

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#### DESCRIPTION OF TESTS

Initial test plans and procedures were drawn in the report of Reference 1.

A major check point of the test program was to determine installation convenience of the modified blades and waveguide hardware. This was accomplished in two phases, first, during the blade installation for the load level flight, and second, prior to the pattern test flights when the aircraft was in work status for the waveguide installation. Results of installation discrepancies are discussed in the test results section.

Load level tests were performed with standard Model 204 blades and with radar blades for comparison purposes. Ground tests for blade balancing and tracking checks preceded flight tests. Flight test conditions checked were hover, climb, and level flight. Records were obtained in each condition using the instrumentation listed in Appendix C.

Transmission tests were performed at Bell Helicopter's Globe facility. A ground receiving station complete with instrumentation and photographic facilities was set up in the flight test hangar. Figure 5 shows the ground station setup. Three basic check points over the terrain were chosen to accommodate the positioning of the helicopter in the fixed parabolic reflector cone. The parabolic reflector sighting telescope was used to position the helicopter in hover, and to mark the point of photography during fly-by's through the point on other maneuvers. points were checked: 800, 1800, and 2500 feet above the ground. Flight conditions performed at these points were hover, level flight up to 120 knots IAS, vertical climb, vertical descent, angular climb, and angular descent. Photographs were obtained "on the point" during each maneuver. Level flight points were performed at compass headings of 0, 45, 90, 135, 180, 225, 270 and 315 degrees.

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MODEL <u>UH-1B</u> PAGE 6

#### INSTALLATION AND TEST RESULTS

#### Load Level Tests

Prior to flight with the radar blade configuration, a base data flight was made using the production 204 configuration. A standard 204 hub installation was used for both blade configurations. For comparative purposes, the data from the base flight is shown in conjunction with the radar blade data in Appendices D and E.

When the radar blades were installed, a ground run was made to check tracking and balance. The blades were trimmed out and two disc weights were removed from each side. Flight with these blades was very good from a vibration standpoint. Handling characteristics were normal for a UH-1B. Load level data was obtained on two flights, 143A and 143B, with center of gravity locations of 125.4 F.S. and 133.2 F.S., respectively. Figures 11 through 78 of Appendix D present the plots of these two flights. Tabular data is shown in Figures 85 through 136 in Appendix E. For all practical purposes, the radar blades are identical to the production 204 blades used for base data.

## Installation Trials

Following the load level tests, the helicopter was configured with the necessary waveguide hardware and associated equipment to permit transmission of electromagnetic signals to a ground station. The specific installations are discussed in a previous section of this report. Since this was the first installation of its kind in a helicopter, a discussion of its adaptability to the helicopter is of prime importance.

Generally speaking, the waveguide installation on the hub was performed with relative ease. The only discrepancy encountered in installation was the necessity of drilling oversize holes in the retaining cap (299-760-001-15) which holds the "T" waveguide to the upper mast adapter cone. The holes were opened up with a #26 drill. This operation permitted an eleven degree offset of the "T" waveguide to the main rotor centerline.

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# INSTALLATION AND TEST RESULTS - (cont)

Installation of main rotor mast hardware was also relatively easy. The purpose of this hardware is to convert the mast to a waveguide link between the blade and the cabin transmitter equipment. This is the point where blade rotation is accommodated through use of the lower cone installation. The first piece of equipment installed was the lower cone. This was made using a special tool which allows the cone to be lowered to its position in the bottom of the mast. Two discrepancies occurred during this operation. First, the special tool failed, and second, the lower cone was accidently lowered too far into the mast.

The special tool failed when the retaining ring holding the small Teflon cone slipped out of place. This was caused by the extremely high force required to freeze the adapter cone to the tool cone in order to rotate the adapter in the mast for insertion of the set screw (204-010-224-1). This probem was alleviated through use of a very tight fitting washer between the Teflon surface (which had a radius) and the locking ring.

The lower cone was accidently pushed out of the bottom of the mast causing the Teflon bearing surface to strike the transmission case (see drawing 299-760-003). Fortunately, no damage was done to the Teflon bearing, although this could easily occur in a field installation when maintenance personnel are trying to locate the set screw hole in the lower cone. A fix for this discrepancy is discussed in the recommendations of this report. A photograph of the lower cone following removal at the conclusion of flight tests is shown in Figure 3. Note the Teflon dust worn from the seal as it worked into its seated position.

The upper cone adapter installation was very easily installed.

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MODEL UH-1B PAGE.

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#### INSTALLATION AND TEST RESULTS -(cont)

#### Electromagnetic Radiation Tests

Results of the transmission tests are being analyzed by David W. Young and Associates, Inc. and will be published in a report on JANAIR Contract Nonr 4148(00). The final report will combine this flight test report and the analytical report of David W. Young and Associates.

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#### CONCLUSIONS AND RECOMMENDATIONS

From the installation and tests of the main rotor radar blades performed on the UH-1B Helicopter, S/N AF 62-2023, the following conclusions can be drawn:

- 1. The installation is relatively easy from a maintenance standpoint.
- 2. The helicopter flying characteristics with this installation is identical to a production type 204 rotor blade installation.
- 3. The life of the flexible waveguides (used to connect the blade waveguide to the hub waveguide) is unsatisfactory for blade to hub use. These guides failed after 17.4 hours total time. The pylon to bulkhead flexible waveguide was satisfactory for this same period of time.
- 4. The leading edge protective coat bonding is unsatisfactory. The best time was approximately 15 hours of flight, which is unsatisfactory for a production configuration.

The following recommendations are made from operational experience gained on these tests and are applicable to the specific configuration of hardware tested on this program:

- 1. A very tight fitting washer be installed on the special "T" handle installation tool used to position the lower mast cone.
- 2. The design of the lower mast cone should be changed to prevent damage to the Teflon bearing surface during installation. A collar should be made as part of the lower mast cone. The collar centerline should be approximately 4.5 inches above the bottom edge of the cone. The outside diameter should be of sufficient dimension to rest on the inside lip of the mast, thus preventing the cone from slipping down the shaft to a point

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#### CONCLUSIONS AND RECOMMENDATIONS - (cont)

where the Teflon bearing surface would be damaged.

- 3. A new type of hub-to-blade flexible waveguide should be researched.
- 4. A new type (or method of attaching the old type) of main rotor blade leading edge protective coating should be researched.

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APPENDIX A

Photographs

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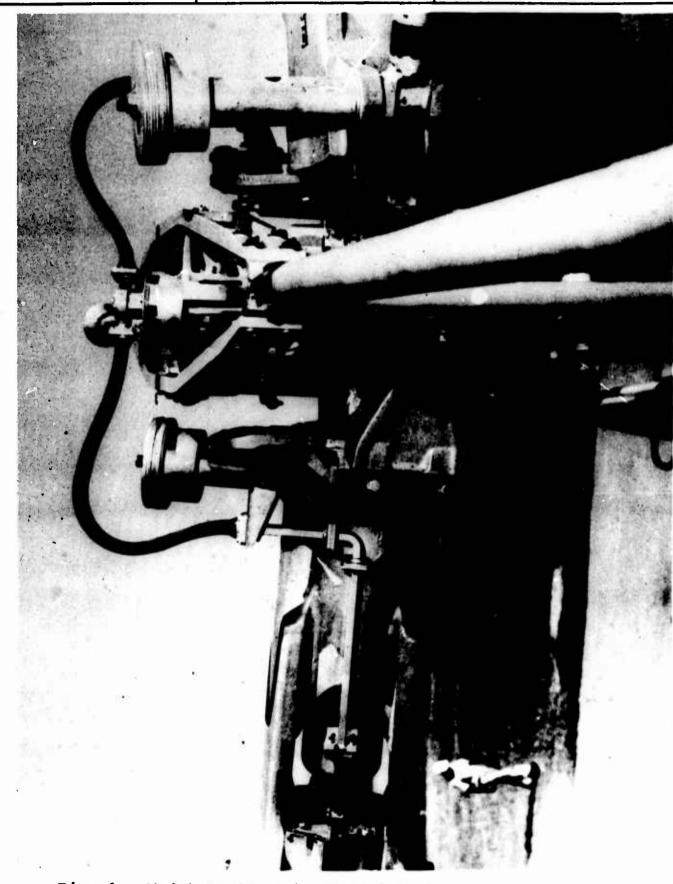


Fig. 1 - Model UH-1B, S/N AF 62-023; Main Rotor Blade Radar - Upper Mast Assembly Installation

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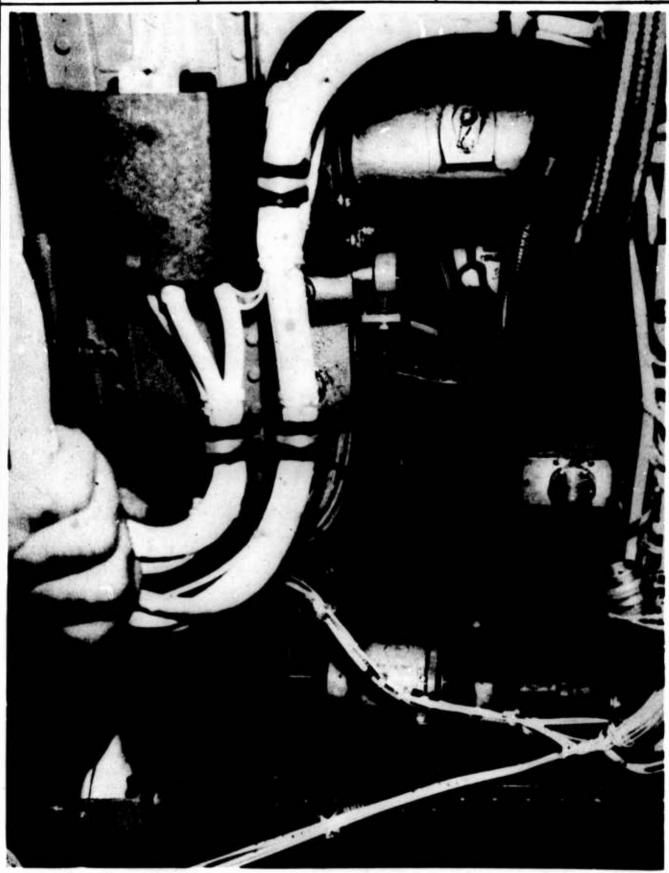


Fig. 2 - Model UH-1B, S/N AF 62-023; Main Rotor Blade Radar Installation - Lower Mast Assembly

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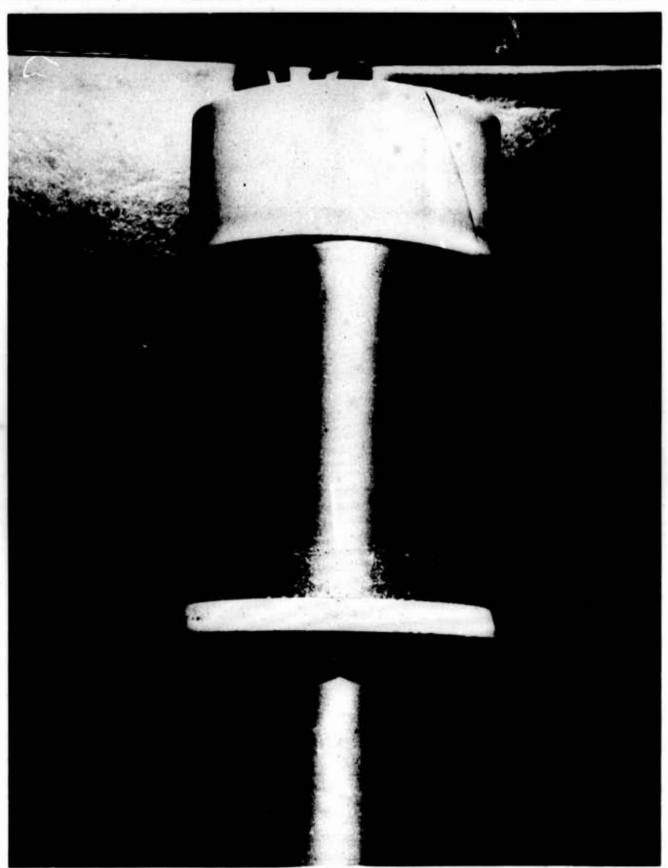


Fig. 3 - Model UH-1B, S/N AF 62 023; Main Rotor Blade Radar Installation - Lower Mast Cone Removal From Helicopter Following 16.1 Total Operating Hours.

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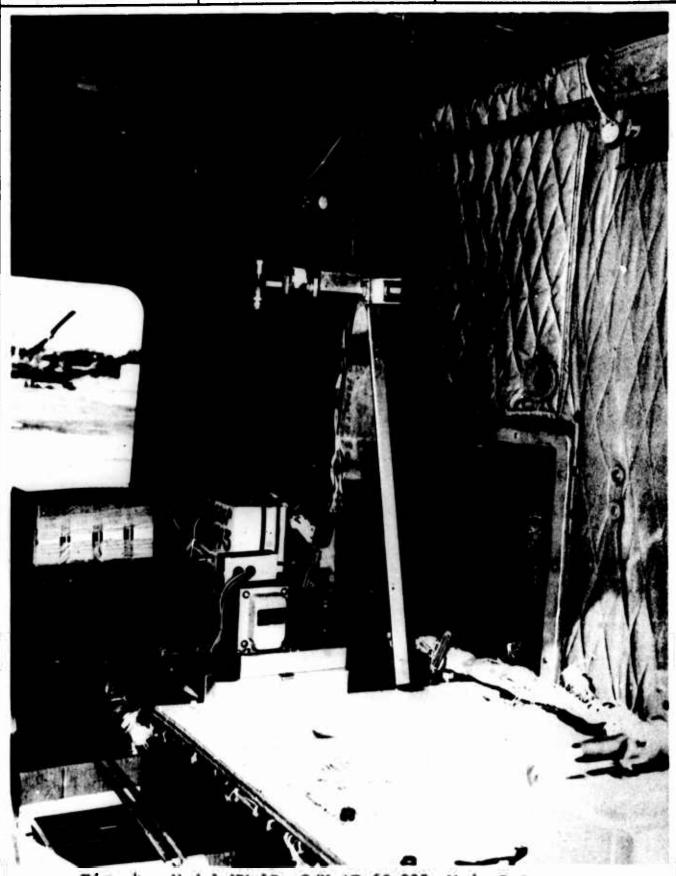


Fig. 4 - Model UH-1B, S/N AF 62 023; Main Rotor Blade Radar Installation - Transmitter & Power Supply Mounted in Cabin

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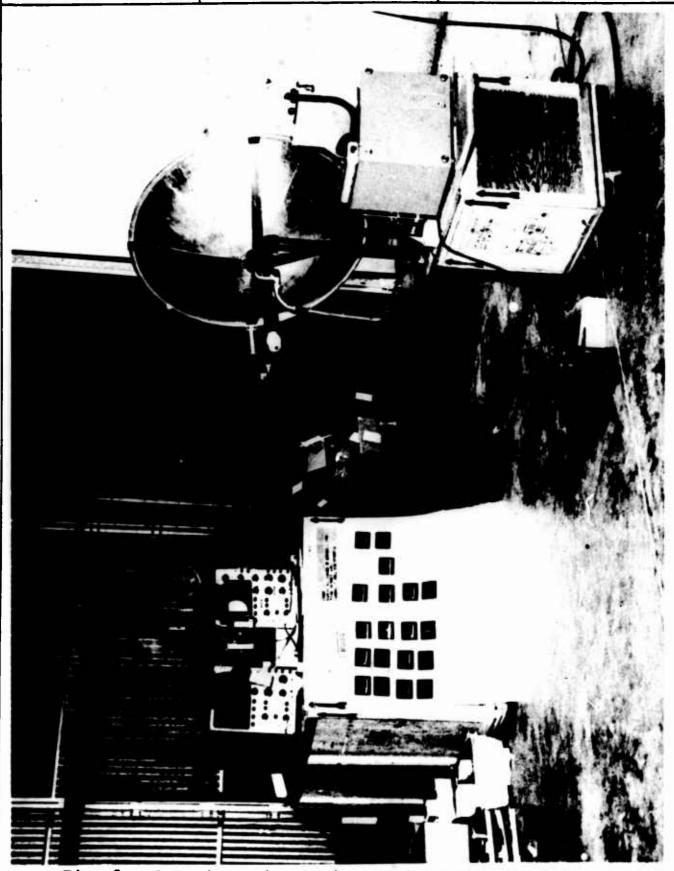


Fig. 5 - Ground Station Equipment for Model UH-1B Flight Tests of Main Rotor Blade Radar Installation (299-760-003)

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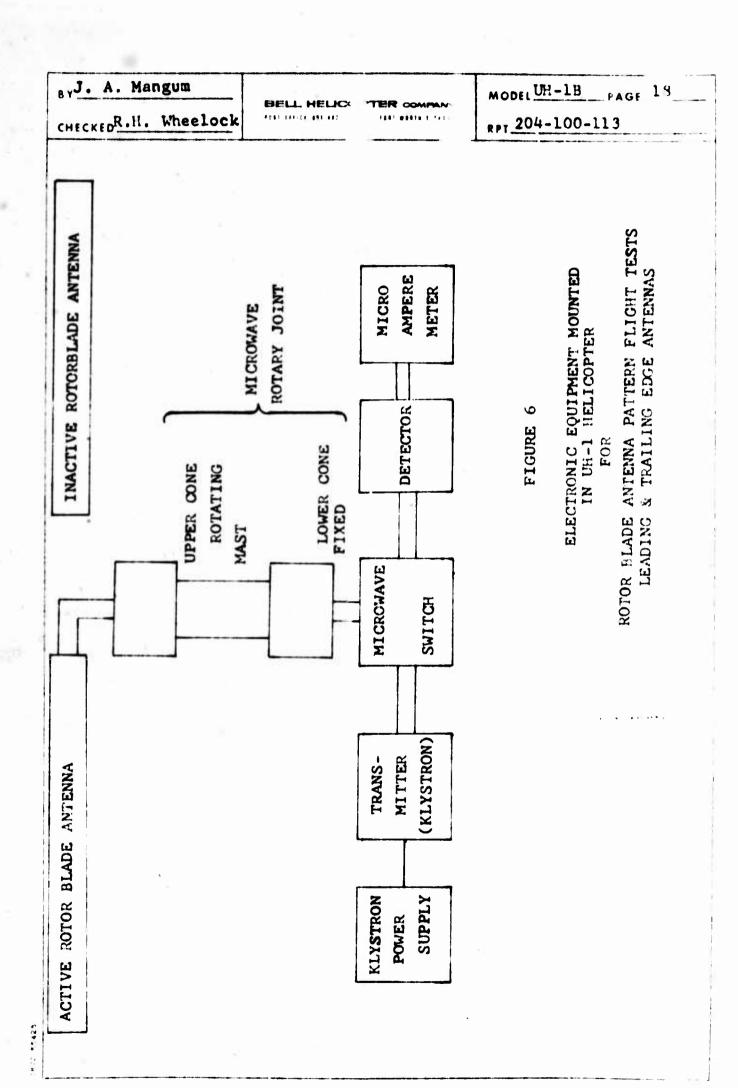
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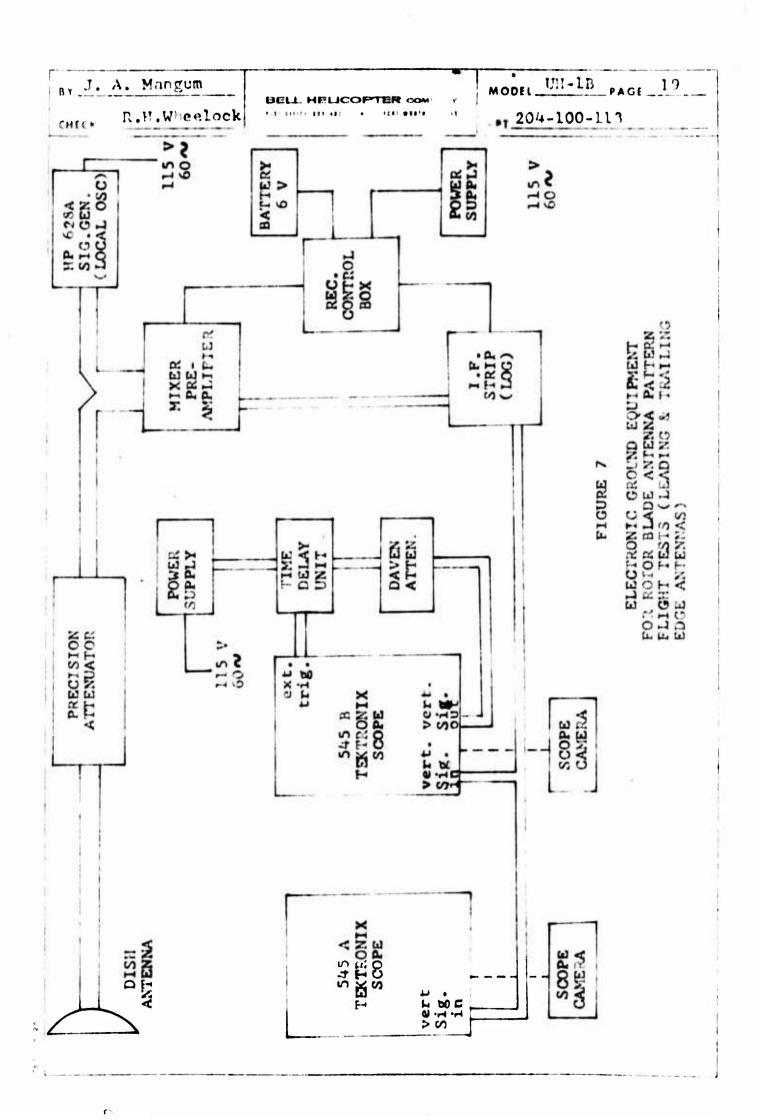
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# APPENDIX B

Block Diagrams of Electronic Equipment Used in Helicopter and Ground Station Installations.

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# APPENDIX C

Instrument Calibrations and Oscillograph Set-Up Sheets

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# STANDARDS AND CALIBRATION SECTION DATA SHEET

DESCRIPT	TION Airspeed	DATE CALIBRATED 4/14/65
	PE MS-28-45-WI	CALIBRATION PERIOD 7/14/65
RANGE_	Aerosonic Corp.	
MFG,	5799	
SERIAL N	727	EMC NO.
LAB. NO.		CALIBRATED BY: E. R.
STD.	INDICATED	
KNOTS	1/110770	
0	0	
10	10	
20	1.7	
<b>3</b> 0	27	
40	37	
50	48	
60	61	
<b>7</b> 0	70∙	
80	80	
90	89	
100	100	
110	110	
120	120	
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#### STANDARDS AND CALIBRATION SECTION DATA SHEET DESCRIPTION Altimeter \_\_\_\_ DATE CALIBRATED 4/14/65 MODEL/TYPE A-80-AAU-8 A/A CALIBRATION PERIOD 7/14/65 RANGE 80,000 Ft. MFG. Kollsman Inst. Corp. SERIAL NO. 30891 BHC NO. CALIBRATION BY: E.K. LAB. NO. 1029 STD. ALT. IND. ALT. PRESS.FT. PRESS.FT. -20 3000 `

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# STANDARDS AND CALIBRATION SECTION DATA SHEET

DESCRIPTION	Tachome ter	DATE CALIBRATED	4/14/65
MODEL/TYPE	YDJ67-FBC-1	_CALIBRATION PERIOD	7/14/65
HANGE ENG	G 0-7200 Rotor 0	-360	
MFG.	General Electric		
SERIAL NO	W11695	BHC NO.	
LAB. NO.	1028	CALIBRATED BY	E.K.

STD RPM	ENGINE	ROTOR
2 Pole Gen.	R <b>P</b> M	RPM
0	0	0
800	1250	61
1600	2525	122
2400	<b>3</b> 825	183
3200	5100	245
3800	6025	<b>2</b> 90
4000	6325	305
4200	6625	320
4400	6925	335
4600	7225	350

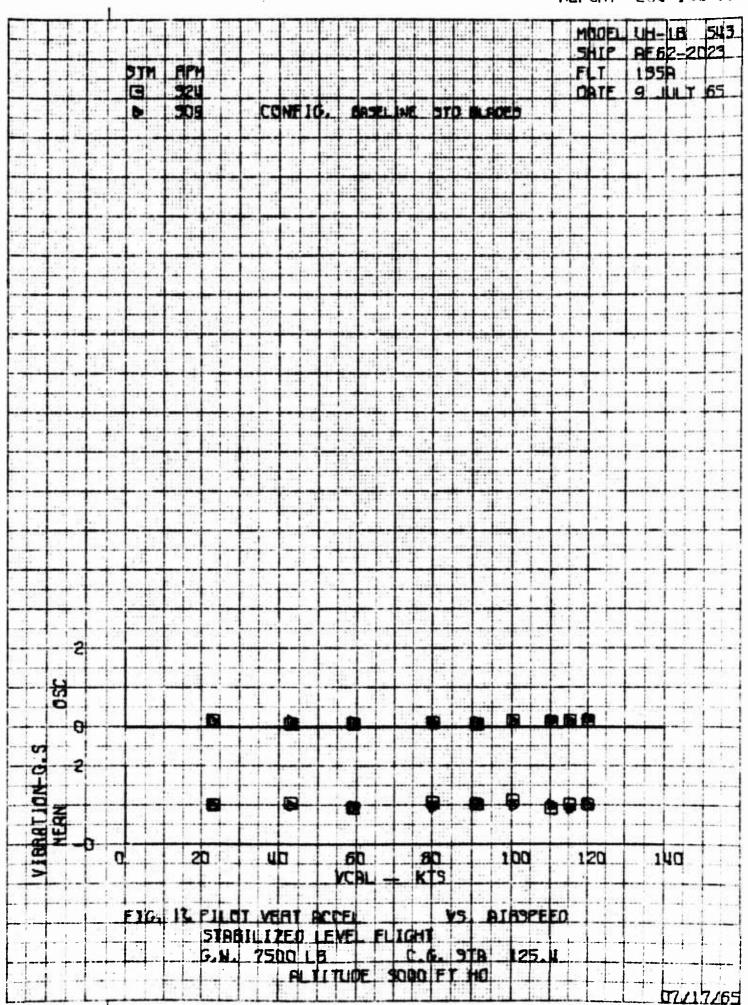
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E	MODEL UH-18	Osc.	OF FLIGHT	GALVO	21.5	212	312	312	312	339	312	312	315	315	315	315	325	325	325	315	315	339
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	ENGR. Goodman	TECT. Wakefield		ITEM MEASURED	W/D Block Bm	מדמת				Pitch Link	Drag Brace	Yoke Bm	Blade Ch.		Yoke	Flapping	Pilots Seat Vert Accel	Copilots Seat Vert Accel	C.G. Vert Accel	R/H Cyc. Boost Tube	L/H Cyc. Boost Tub	Collective Boost M/R Azimuth
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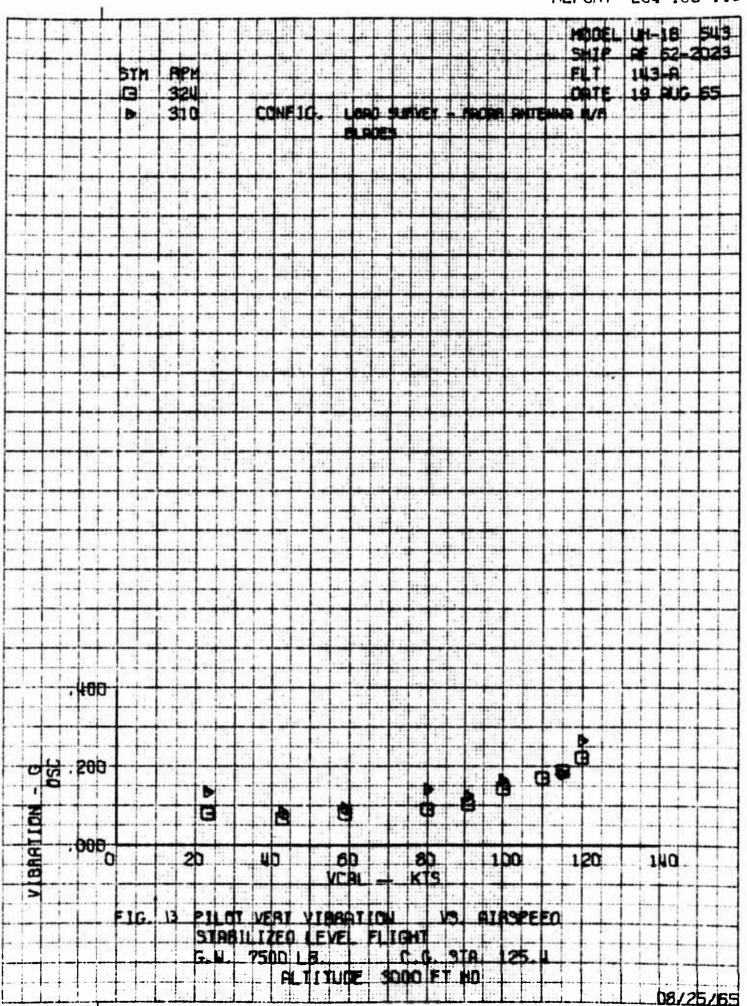
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APPENDIX D

Vibration and Load Plots



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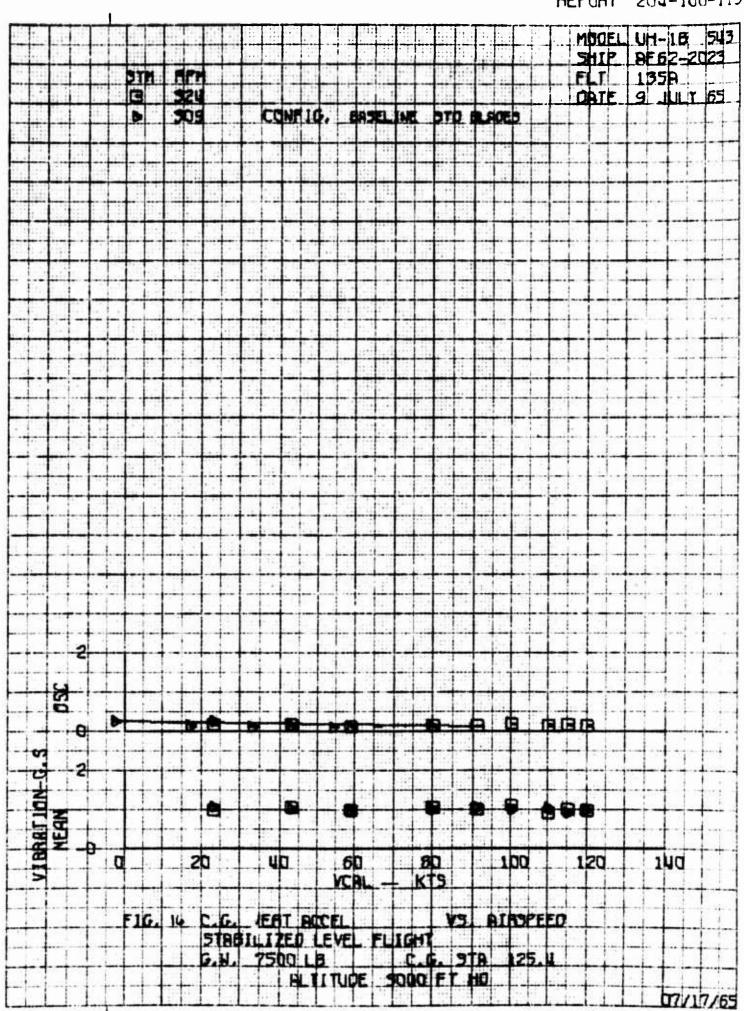


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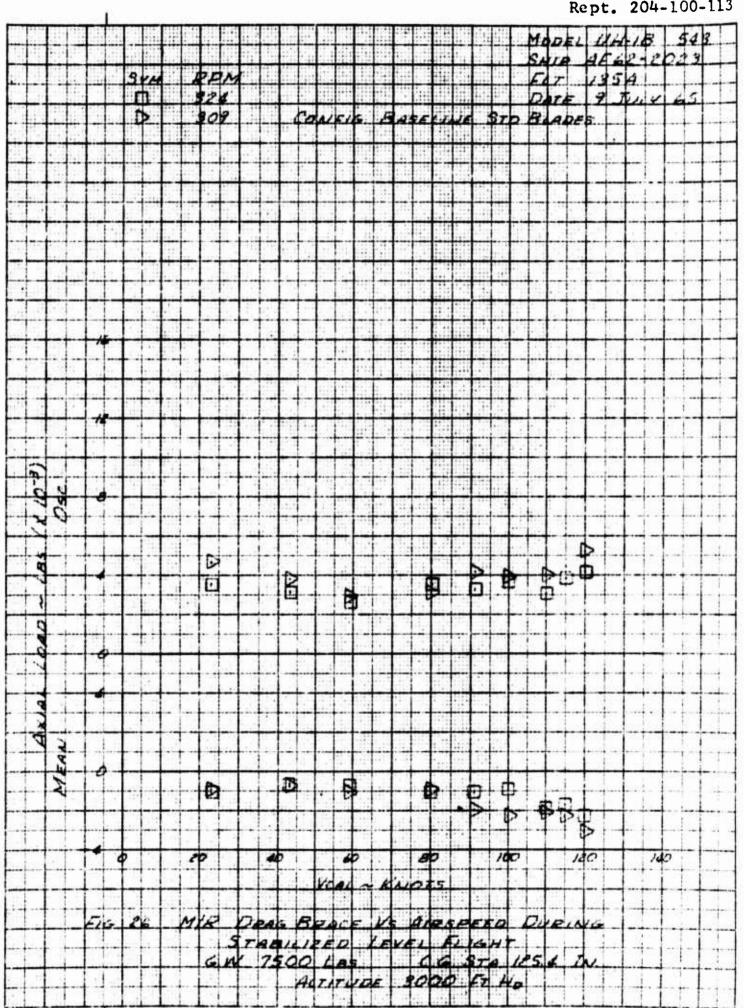
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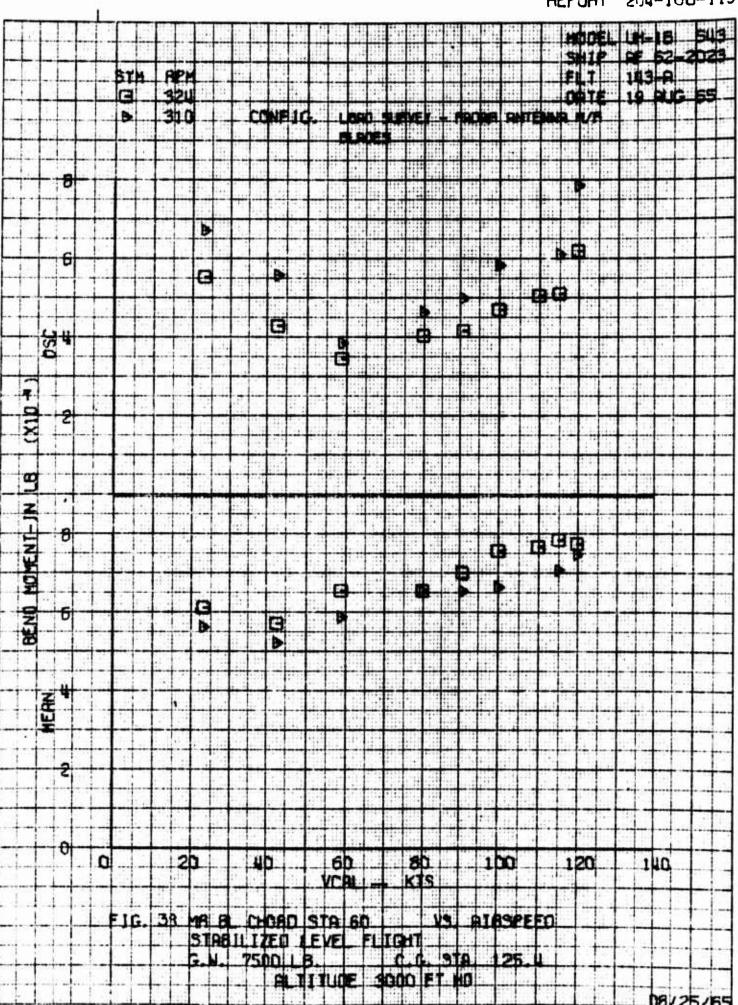
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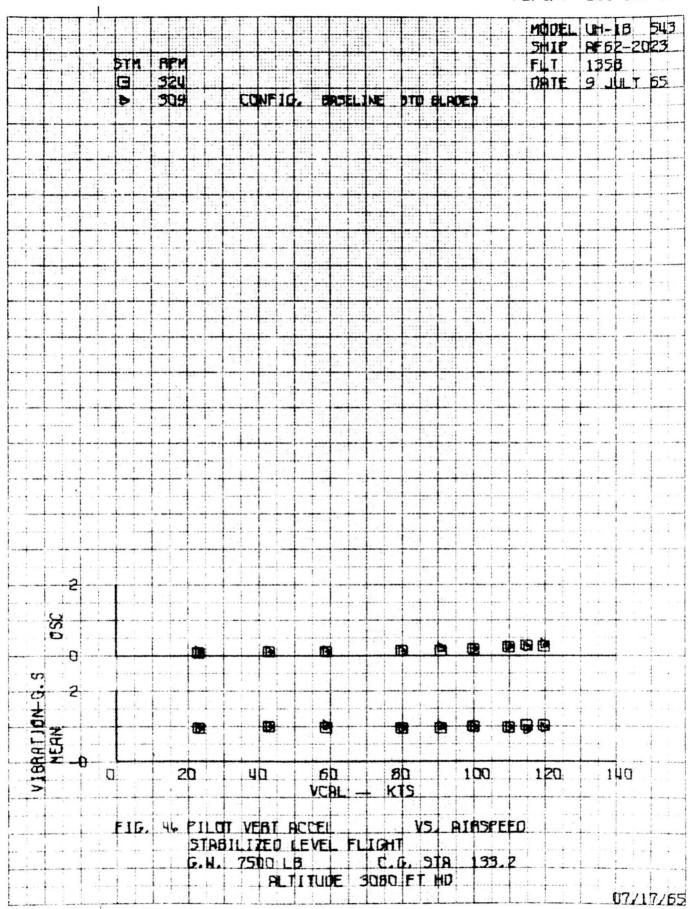
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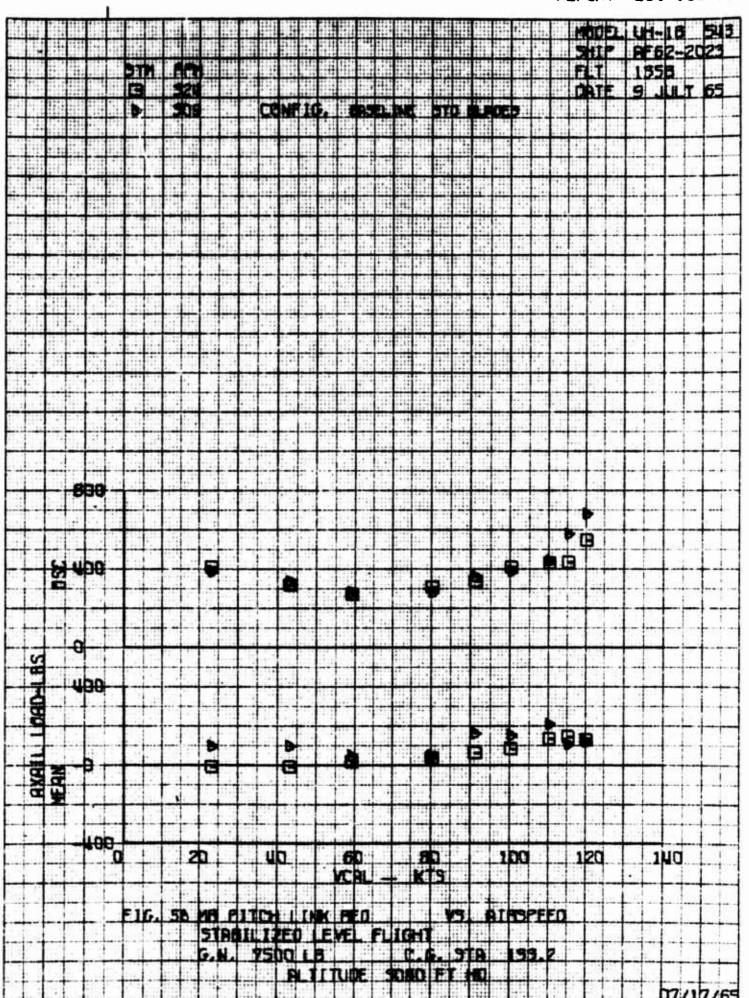
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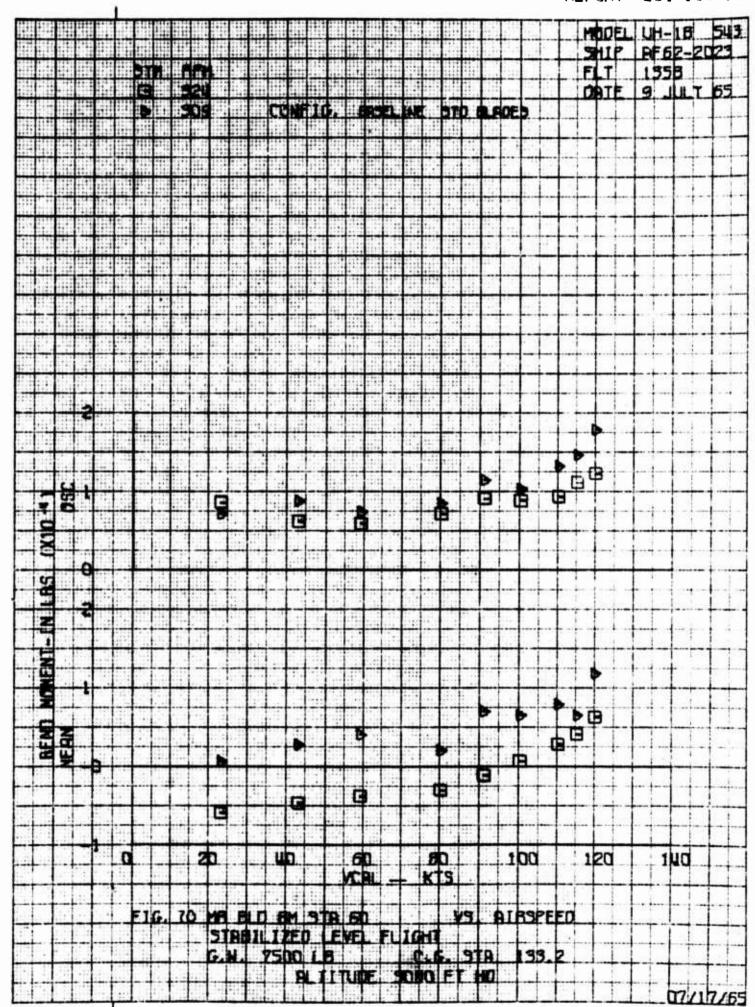
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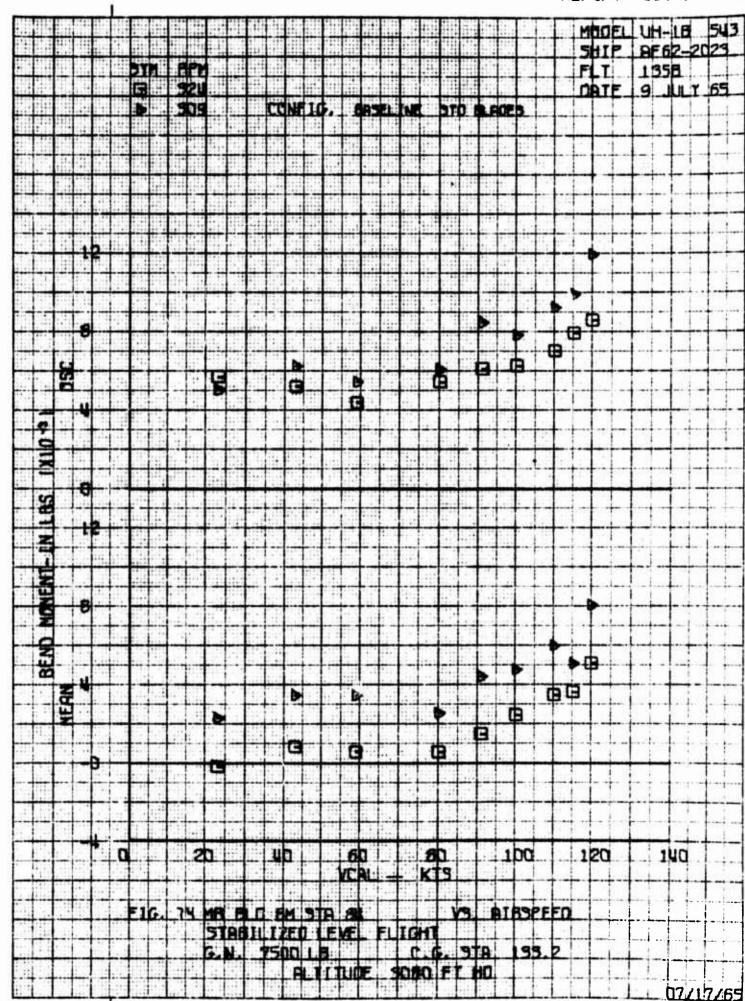


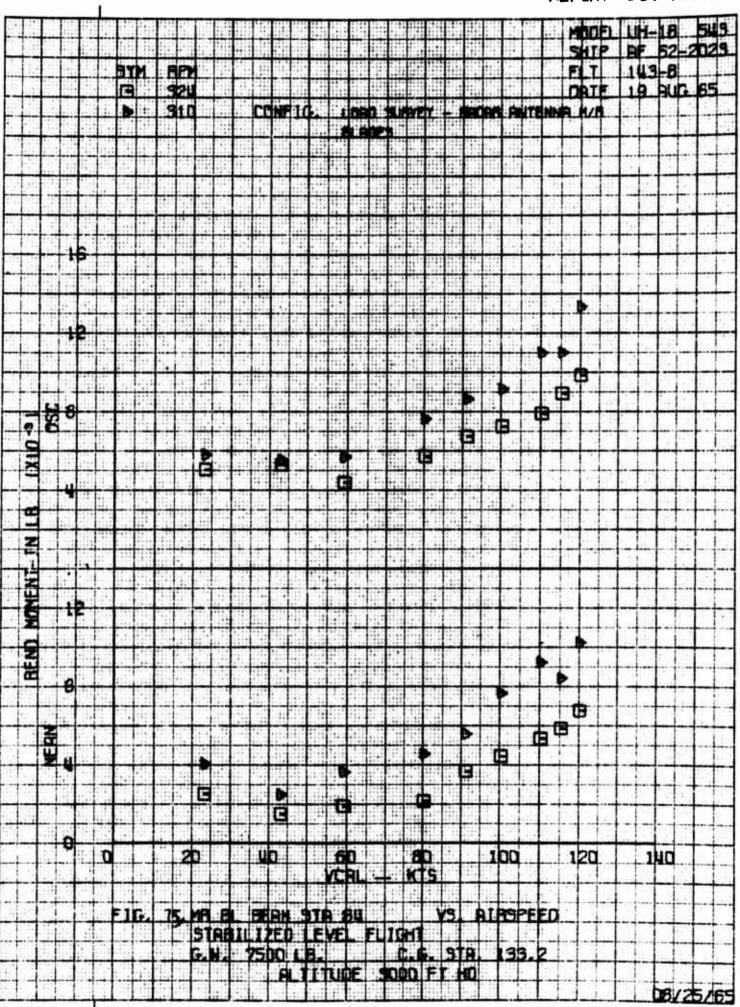
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MODEL UH-18 PAGE 94

APPENDIX E

Tabulated Load Level Data

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BELL HELICAPTER CO. PROGRAM FO3 DATE G7/17/65 PRUBLEM 2238 PAGE

BASELINE STO BLADES

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BELL HELICOPTER CO.

BASELINE STO BLADES

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BELL MELICOPTER CO. PROGRAM FOS DATE 07/17/65 PROBLEM 2238 PAGE 3

BASELINE STD BLADES

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PROGRAM FO3

BELL HELICOPTER CO.

BASELINE STD BLADES

PAGE BELL HELICOPTER CO. PROGRAM FOS DATE 07/17/65 PROBLEM 2236 BASELINE STD BLADES SHI

DEL U	. 🛋	LT.	135A	•	. 75	<b>1</b>	AL T.	3000	FT	유	
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503	TABILIZE	>	-	309	20.	**	4.88		2	10	
504	STABILIZED	LEVEL	FL ICHT	324	23.0	1	9.055	37	-		
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FLT. 135A DATE 9 JULY 65	NO
FLT. DATE	CONDITION
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UH-18 543 AF52-2023	
MODEL	CTR NO.

	UH-18 543		1 55 A	• •	7500	ננ	ALI.	3000	エニエ
φĪ	AF52-2023	DATE	69 ATAC 6	ئ	C.G. STA	125.4	080	NC. 1	-
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497		LEVEL		309	58.3		2	. 291	2919.540
438		LEVEL		309	) • C 🛠		4	183	044
665		LEVEL		309	91.0	0011	. 20.	111	6.820
500		LEVEL		309	160.0	70%	0.	384	1.500
ر ان ان		LEVEL		309	110.C	1	. 77.	399	5.160
502		LEVEL		309	115.0	702 -	06.	445	6.140
503	STABILIZED	LEVEL	FL IGHT	309	120.3		00.3.00	522	5224.440
504		LEVEL		324	23.0	. 0		353	4.180
505		LEVEL		324	43.0		(17)	307	3.200
506		LEVEL		324	59.0	1	30)	261	2.220
507		LEVEL		324	80.0	- 075	(2)	353	4.180
508		LEVEL		324	016	-101-	5.629	322	6.860
509		LEVEL		324	100.0	01	0.40	368	7.840
510		LEVEL		324	116.0	37.17	-1 -43 000	307	3.200
511		LEVEL		324	115.	75011		364	1.500
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UH-18 AF62-2		STA	ST	STA	STA	STA	ST	ST	5.7	ST	STAB	ST	S	21	STA	SI	S	STA	S
ROCEL	CTR NG.	495	964	497	498	667	200	501	205	503	504	205	206	201	508	809	210	511	512

BELL HELITCOPTER CG. PROGRAM FUS DATE 07/17/65 PROBLEM 2238 PAGE

BASELINE STO BLADES

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BELL HELICOPTER CO. PROGRAM FOR DATE 07/17/65 PROBLEM 2238 PAGE 8	SASELINE	MODEL UH-18 543 SHIP AF62-2023
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ODEL	UH-18 543 AF62-2023	FLT. SATE	135A 9 JULY 65	ن ن	W. 7500 G. STA	LB 125.4	AL T. 05C.	3000 FT HD NO. 1	
CTR			•		U	MR BL	LO CHD	STA 140	
NO.	TEST	CONDIT	NOI	RPK	S	ME	AN	OSC	
495	STAB		FLI	309	23.0	740	000	25.0	
496	STABILIZE	LEVE	FL 15	309	43.0	-5610	C	95.0	
497	STABILIZ	>	16	309	59.0	0	5	11.25	
498	STABILIZ	LEVEL	FLIGHT	309		-1402	O	70.00	
499	STAB	LEVEL	15	309	•	1402	664.	12.50	
200	STABILIZ	>	FL IGHT	309	0	935		26180.000	
501	STAB	·w	FLI	303	-	1402	.500	77.50	
502	STABILIZ	7	FLIG	309	15.	3	5	08.75	
503	STABILIZE	7	16	309	0		0	95.00	
504	STABILI	LEVE	FL 16	324	3.		-	91.25	
505	STABILIZE	_	FL 16	324	3.	-8181	5	43.75	
206	STABILIZ	EVE	FLI	324	6	-7947	Ç	32.50	
507	STABILIZ	LEVEL	FLIG	324		37	S	03.75	
508	STABILIZE	LEVE	FLIG	324	-		3	70.00	
509	STABILIZE	7	91	324			5	76.2	
510	STABILIZ	3	FL IGHT	324			R	063.75	
511	STABIL 12E	LEV	FLIGHT	324	115.0	-233		38.7	
512	STAB	LEV	FLIGHT	324	120.0	-233	.750	4	

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BASELINE STO BLADES

3000 FT HD NO. 1	518 60 54326-550 54326-201 54326-201 55387-300 55387-300 55387-300 55387-300 55387-300 55387-300 55387-300 51167-700 52216-699 53062-798 33062-798 33062-798
LB ALT. 125.4 CSC.	MR BLD CHD MEAN 46440.900 46745.800 49904.301 59379.799 61906.601 65696.801 53694.501 53694.501 53694.501 53694.501 53694.501 61906.601
G.W. 750C C.G. STA	XCAL 309 309 309 309 309 309 309 309
135A 9 JULY 65	FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH FE FE SH
18 543 FLT. 2-2023 DATE	TEST CONDIT TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL TABILIZED LEVEL
KODEL UH-18 SHIP AF52-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

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BELL HELT	COPTER	.00	PROGRAM	AM F	F03	DATE	110	07/11/16	PROBLEM	EM 2	2238	•	AGE 1
BASELINE	NE STO BLADE	ADES	4		i								
MODEL	UH-18 543	FLI	. 13	135A		ئ	3	7500	1.6	ALT.			7 H
SHIP	AF62-2023	DAT	بر ن	JULY	69	ن	9	STA	125.4	080		NO.	_
CTR	۰						<b>&gt;</b>	٨	X X	YOKE	CHO	STA	6.0
NO.	TES		II			RPM	KT	S	Σ	Z			OSC
495	STABILIZ	ED LEY	بيا	LIGH	<u> </u>	30	2	3.	41710	.21		628	9.
964	STABILIZ	ED LEV	ب	-	<u>_</u>	309	4	3.	38476	86		99	9.
497	STABILIZ		ب	FL IGH	<u>_</u>	309	•	9.0	39123.	N		429	6-89
964	STABILIZ	-	بر	5	F	309	0	0	47206	16		55	9
499	STABILIZ		ب	-		309	0		26906	95		2	6
200	STABILIZ	u	بي	15	H	309	01		63696	66		5	0
501	STABILIZ	·	برا	2	H	309	11		69840	360		77	-
505	STABILIZ	$\mathbf{\omega}$	بر	16	H	309	11		70487	7.031		5	0
503	STABILIZ		ب	16	Ξ	309	12		77277	1.065	_	55	S
504	STABILIZ		بر	91	<u>_</u>	324	2		42033	1.551		99	0
202	STABILIZ		ہے	16	H	324	4		35890	1.185		3	5
506	STABILIZ		بہ	LISHT	<u></u>	324	1		39123	1.539		83	7
205	STABILIZ	•	ہے	-	-	324	80	•	4694	3.566		5	.2
508	STABILIZ	<b>.</b>	ب.	5	Ħ	324	ው		50116	92		37	6
209	STABILIZ	ED LEV	بر	9	H	324	100		55290	3.285		-	0.36
510	STABILIZ	u	بي	2	H	324	11	•	60463	3-645		37	6.
511	STABILIZ	u	یہ	91	<b>.</b>	324	11		66607	CI		54	.0
512	TABIL12	•	ب	FL I GH	Ħ	324	12		17271	1.065		57	4.

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SASELINE STO BLADES

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BASELINE		STD BLADES	ES		1		-	1		•
HODEL	-	543	11.	135A		. 75	L8	ل	3000	FT FB
SHIP	AF62-2	.2023	DATE		ئ	G. STA	125.4	080	Š	_
13	œ					VCAL	PILO	IT VERT	ACCEL	ب
NON		-	NDIT	LON	M d W	KTS	RE	Z		OSC
64	2	11.1260			309	· m	0	66.	4	0.152
64	21		_		309	3	0			0-1-0
49	.v		LEVEL	FL IGHT	309	•	6	-		0.122
64	STA		LEVEL		309	6	0	0		.11
64	ST	11.1260	LEVEL	FL IGHT	309	-	~	.031		
50	ST	111250	LEVEL	FL I GHT	309	00		•000		0.146
50	STA	111260	LEVEL	FL 1GHT	309			-		7
50	21	71	LEVEL	FL IGHT	309	15.	0	-915		
50	STA	ILIZED	LEVEL	FL IGHT	309	o.	-	900		0.238
55	ST	ILIZED	LEVEL	FL IGHT	324	6	0	.98		4
20	STA	11.1260		FL IGHT	324	•	-	.03		6.079
20	ST	11.12ED	LEVEL	FL IGHT	324	6	0	0		-
80	7 STAB	11.1250	LEVEL	FL IGHT	324	80.0	-	.073		0.098
200	STA	111260	LEVEL	FL IGHT	324	1.	-	.01		_
50	STA	111260	LEVEL	FL IGHT	324	•	-	.11		0-140
51	ST	111260	LEVEL		324	0	0	.92		
51	STA	111260	LEVEL	FL IGHT	324	5	_	.018		.15
51	ST	111250	LEVEL	FLIGHT	324	•	~	-012		0.159
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BELL HELICOPTER CO.

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BASELINE STC BLADES

MODEL L	JH-18 543 NF62-2023	FLT.	135A 9 JULY 65		W. 7500 G. STA	L6 125.4	ALT. 3	3000 FT HD NO. 1	
CTR						4-00	1071	( )	
NO.	TES		8	RPK		ž.	Z	4	
499	TABILIZE	EV	FL IGHT	309	•	C	6.	-	
967	TABILIZE	W	-	309	3.	O	0,	0	
497	911	LEVEL	FL I GHT	309	9.	0		0.072	
498	TABILIZE	EV	FL IGHT	309		~	0	-	
664	TABILIZE	E	16	309	•	-	0	16	
200	TABILIZE	EV	FL IGHT	309	00	0	6	19	
105	TABILIZE	E	19	309	116.0		0	.24	
205	TABILIZE	E	5	309	15.	0	6	28	
503	TABILIZE	EVE	2	309	120.0	0	6	35	
\$05	TABILIZE	EVE	9	324		O	6	113	
505	TABILIZE	EVE	2	324	3	_	0	60	
906	TABILIZE	2	16	324	6	Ç		.08	
507	TABILIZE	w		324	C		.06	N	
508	TABILI 2E	E	91	324	•	7	-02	.13	
509	TABIL 12E	E	16	324	100.0	-	-00	.21	
510	TABILIZE	LEVEL	<b>-</b>	374	110.0	G	.95	.24	
	TABILIZE	2	91	324	-	-	-02	.27	
515	TABILIZE	LEVEL	10	324	120.0	0	286-	0.330	

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FT H0	1	-25		01.	0.113	11.	.17	0.179	•	4	.08	2	.13	.16	.11	0.149	
3000 NO.	ACCE											i					
ALT.	G. VERT	90	66.	30.	1-042	4	6.	.98	.95	.05	0.958	.04	.98	10	50.	0	
125.4	U E	,							٠								
7500 STA	VCAL	23.0	9 6	0.	00-0	10.	15.	20.	•	3.	59.0	3	-	00	-	15.	
¥ 9	> X	60	309	309	<b>,</b> 0	309	6	0	324	324	324	324	324	324 1	4	324 1	
135A 9 JULY 65	Ę	16	FLIGHT	HOLD.	<u>ာ</u> ပ	51	16	FL 1CHT	FL IGHT	-	FLICHT		FL IGHT	2	5	FL IGHT	
FLT. 1 DATE 9	CONDITI	-	<b>6</b> C	2	LEVEL	2	EV	E۷	LEVEL	LEVEL	LEVEL	EV	LEVEL	E	LEVEL	LEVEL	
UH-18 543 AF62-2023	-	BILIZED	TABILIZE	TABIL 12E	TABILIZ	TABILIZE	TABILIZE	TABILIZE	TABIL 12E	TABIL IZE	TABILIZE	TABILIZE	TABILIZE	TABILIZE	TABILIZE	TABILI2E	
MODEL U	CTR	495	498	498	200	201	205	<b>2</b> 03	204	505	206	207	508	500	210	511	

BELL HELICOPTER CO. PROGRAM FO3 DATE 07/17/65 PROBLEM 2238

BASELINE STO BLADES

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															ŧ					
NG. 1	T TUBE	080	277.035	216.810	80.	9	204.765	89.	77.	13.	05.	•	56.		•	160.675	56.4	4.99		9.30
25.4 DSC. NO	R/H CYC BOGST	KEAN	108.405	.36	108-405	6.13		20.4	4.31	0.45	44.54	44.5	4.31	.36	60.225		.54	96.360	120.450	108.405
G. STA 1	VCAL	KTS		•			-	90	10.	3	20.		9	6	80.0	-	00	110.0		120.0
j		RPH	309	309	309	309	309	309	309	309	309	324	324	324	324	324	324	324	324	324
9 JULY 65		NOI	FL I GHT		7	4		4	FLI	FLIG	FLI	F		FLI		FL IGHT	FL ICHT	FLIG	PL IGHT	FL IGHT
DATE		COMOIT	_	_	_	_	LEVEL		J	_	J	_	J	_	_	LEV	_	LEV	ب	LEVEL
5-502-2		EST	BILIZED	971710	BILIZE	BILIZE		371718	BILIZE	321719	BILIZE	371718	BILIZE	BILIZE	BILIZE	BILIZE	<b>B1L12</b> 6	81L12E	BILIZE	BILIZE
SHIP AFC.	CTR	NO.	8	5	2	8	5 664	S	2	2	3 S	S	5	6. 5	2	2	8	0	2	2 5

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BASELINE STD BLADES

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	T. 3000 F	BOCST	080		0 157.0		0	0		<b>1</b>	0	0	6 235.	0	0 14	0	17 0	91 0	0	0 20	25
	125.4 OS	L/H CYC	ш	-56.10	2.4	-11.22	-112.20	-145.06	-89.76	-145.86	-168.30	-224.46	-11.22	44.88		-	-67.32	-100.98	-112.20	-	70 6
	G.W. 7500 C.G. STA	VCAL		309 23.0	9 43.	9 59.	8 6	9 91.	9 100.	9 11	9 115.	120.	4 2	4 43.	4 59.	4 80.	4 91.	4 100.	24 11	24 115.	061 76
ES	FLT. 135A DATE 9 JULY 65		CONDITION	VEL FL	VEL	VEL	LEVEL FLIGHT	LEVEL FLIGHT	VEL	VEL FL	VEL	LEVEL FLIGHT	VEL FL	EL FL	>	>	LEVEL FLIGHT	VEL FL	VEL FL	LEVEL FLIGHT	1701
SASELINE STD BLADES	UH-18 543 AF62-2023	Ľ	TEST	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZ	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZE	STABILIZE	509 STABILIZED	STABILIZE	STABILIZE	CTABLE 17E

BELL HELICOPTER CO. PROGRAM FO3 DATE 07/17/65 PROBLEM 2238 PAGE 16

3000 FT HD	TUBE	08 <b>C</b>	104.880	78.660	78.660	117.990	4.2	1.0	7.2	57.8	10.2	1.1	87.400	87.400	4.8	52.9	9.7	44.7	66.57	2.19
ALT. OSC.	L BOUST	MEAN	.40	2.440	1	4.2	6.8	9.9	2.4	0.5	0	4	00000	00000	8.66	9.33	6.229	2.44	9.330	10.9
Le 125.4	כסרו	I	8-1	5-	4-	-7		91	101	-3	E-	-3			-1	-3	-2	-5	-3	-5
M. 7500 G. STA	VCAL	KTS	23.0	43.0	59.	0	-	00	10.	115.0	20.	3		6	0.08		00	110.0	15.	0
<b>ં ં</b>		202	309	309	309	309	309	309	308	309	369	324	324	324	324	324	324	324	324	324
135A 9 JULY 65		NOI	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL IGHT	FL I GHT	FLIGHT	FL IGHT		FLIGHT	FL IGHT	-	FLIGHT	-
FLT. DATE			VEL	LEVEL	LEVEL	>	LEVEL	LEVEL	w	LEVEL	LEVEL	w	LEVEL	LEVEL	w	LEVEL		LEVEL	VE	LEVEL
UH-18 543 AF62-2023		TEST	TABILIZE	TABILI	TABILIZE	TABILIZE	TABILIZE	TABIL 12E	TABILIZE	TABILIZE	1	TABILIZE	TABILIZE	TABILI	TABILIZE	TABIL 12E	TABILIZE	TABILIZE	TABILIZE	-
MODEL U	CTR	20.	495	964	167	854	4	200	501	505	505	\$04	505	905	507	208	808	510	511	215

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BASELINE STO BLADES

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	,											3					
3080 FT HD	S	87.50	775.	050	7150.000	562.	662.	625.	•		262.	225.		737.	875.	7150.000	8250.000
ALT. OSC.	BLO BM	2.500		•			•	•				•	7.500		•	•	0.000
LB 133.2	A A A	-1712	-105	-151	-1025	-61	719-	-47	-2400	-171	-143	-	-198		85	-157	-75(
7500 STA		23.0	6	0.	900	10.	15.	20.	9	3.		c	1	00	10.	-	0
3 U		309	309	308	309	6	0	•	324	324	324	324	324	•	324 1	•	324 1
65																	33
358 JULY	Š	3		FL TGHT	FL IGHT	FL I GHT	FL IGHT	PL IGHT	FL IGHT	FL IGHT	FL I GHT		FL IGHT	FL ICHT	51	FL ICHT	FL IGHT
FLT. 1 DATE 9	ONO	LEVEL		F	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	>	LEVEL
543	W	IL TZED	11126	11.1ZE	<b>1</b>	1L12E	11126	ILIZE	1L12E	ILIZE	SL 12E	11.128	11126	11126	11126	ILIZE	1111
UH-16 AF62-2		STAB	-	<b>,</b> )	- )-	-	-	-	-	-	-	-	-	-	-	-	-
MODEL	NO.	530	532	533	53.5	536	537	530	539	540	541	22	543	544	245	246	244

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PROGRAM FO3

BASELINE STD BLADES.

BELL HELICOPTER CG.

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3080 FT HD NO. 1	STA 84	023	12.69	419.58	080.51	8459.840	7798.915	252.95	913.87	6.65	683.95	55.21	362.10	19.58	0.51	212.69	0	931.10	8592.025
18 ALT.	MR BLD BM	299.39	3.05	3.05	3.76	1.35	4810.905	5.57	5.27	5.53	2.12	5.35	96.0	96-0	1506.280	1-57	1.05	21.24	5075.275
6.W. 7500 C.G. STA	VCAL RPM KTS		9 43.	9 59.	9 80.	9 91.	01 6	·011 60	09 115.	09 120.	24 23.	24 43.	4 59.	24 89.	24 91.	4 100°	4 110.	4 115.	4 120.
UH-18 543 FLT. 1358 AF62-2023 DATE 9 JULY 65	TEST CONDITION	STABILIZED LEVEL FLI	STABILIZED LEVEL	STABILIZED LEVEL FLI	STAPILIZED LE	STADILIZED LEVEL FLI	STABILIZED LE	STABILIZED LEVEL FLIG	STABILIZED LEVEL FLI	STABILIZED LEVEL FLIG	STABILIZED LEYEL FLIG	STABILIZED LEVEL FLI	STABILIZED LEVEL FLI	STABILIZED LEVEL FLIG	STABILIZED LEVEL FLI	STABILIZED LEVEL FLI	STABILIZED LEVEL FLI	STABILIZED LEVEL FLI	SILIZED LEVEL FLI
MODEL	CTR.	530	531	532	533	534	535	536	537	538	539	54	7	545	543	244	548	346	247

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BELL HELICOPTER CC.

BASELINE STD BLADES

EASELINE STO BLADES

HODEL SHIP	UH-18 543 AF62-2023	FLT. DATE	1358 9 JULY 65		W. 750C G. STA	LB AL 133.2 09	LT.	3080 FT HD NG. 1
CTR					VCAL	FR BLD	N N	STA 60
NG.	TES	CONCIL	Z CS	APP.	KTS	MEAN		Ñ
530	STABILIZE	LEV	FL. 1	0	3.	91.C	4/	75.92
531	STABILIZE	>		O	5	17.2	75	770.57
532	STABILIZE	LEV	FL I	0	6	46.1	20	41.70
533	STABILIZ	-	FLIGHT	0		6.61	20	4.80
534	STABILIZ	>	FLI	309	•	•	14	8.3
535	STABIL12E	7	FL IGHT	0	6	38.1	54	365.22
536	STABILIZE	LEV	-	0	0	56.9	66	3288.75
537	STABILIZE	LEV	-	U	15.	38.1	54	617.62
538	STABILIZE	Lev	FL16	C	20.	53.6	52	806.92
539	STABILIZE	LEV	FL 16	2	3.	53.3	<b>~</b>	504.80
540	STABILIZE	LEV	FLIG	64	3.	4	52	112.82
541	STABILIZE	LEV	FLI	N	6	~	00	847.05
545	STABILIZE	EV	FLI	324	0	1.	52	175.92
543	STABILIZE	LEV	FLI	C	-	169.3	21	036.34
544	STABILIZE	LEV		2	000	0.	*	770.57
545	STABILIZE	LEVEL	FLI	324	110.0	7.	14	302-12
546	STABILIZE	LEV	FLIGHT	324	15.	6.1	65	11162.550
247	STABILIZE	O LEVEL	FLIGHT	2	20.	12.3	64	5.65

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BASELINE STD BLADES

ALT. 308	
6-W. 7500 LS	STA 133.2
FLT. 1358	DATE 9 JULY 65
UH-18 543	AF62-2023
MCDEL	SHIP

	UH-18	543		1358	3		5	ALT.	3080 FT HD	
d1H	AF62-2023	23	DATE	4 JULY 65		C.G. STA	133.2	020	NO. 1	
C 1 2						VCAL	8	PITCH L	LINK RED	
NO.		TEST (	CONDIT		9 P. X.		×	EAN	080	
530		11250	LEVEL		309		0	539.66	369.365	
531		11250	LEVEL		309		3	49.605	335.035	
532		03717	LEVEL		309		4	45.275	280.705	
533		03717	LEVEL		309		4	5.275	280.765	
534		LIZED	LEVEL		309		16	2.990	362.200	
5.35		G=717	LEVEL		309		15	3.935	389.365	
536		03717	LEVEL		309		20	8-265	443.695	
537		LIZED	LEVEL		308		10	8.660	579.520	
538		11260	LEVEL		309		11	7.715	679.125	
539		LIZED	LEVEL		324		Ì	9.055	407.475	
540		LIZED	LEVFL		324		1	9.055	316.925	
541		112ED	LEVEL		324			8.110	271.650	
545	STABILIZED	L12E0	LEYEL	FL IGHT	324	80.0	Č	36.220	307.870	b.
543		11250	LEVEL		324		¥	3.385	335.035	
544		LIZED	LEVEL		324		G.	1.495	407.475	
545		LIZED	LEVEL		324		13	5.825	425.585	
546		11260	LEVEL		324		14	4.880	434.640	
547		12ED	LEVEL		324		12	6.770	543.300	

Ξ	
FT	-
3080 FT H	NO.
ALT.	osc.
C.K. 7500 LB	133.2
7500	STA
C. K.	ن. ن
	59
FLT. 1358	4 JULY
FLT.	DATE
543	2023
UH-18 543	AF62-
MODEL	SHIP

BELL HELICOPIER CC. PROGRAM FOR DATE G7/17/65 PROBLEM 2239 PAGE

DASELINE STO BLADES

9

	NO. 1	RACE	CSC	3300.520	4.1	9.54	4.90	0.52	0.52	3687.840	8.8	7.1	7. B	5.8	2.2	1.2	2.2	2.2	9.5	3534-190	3360.520
	086.	CRAG BI	MEAN	02.480	-14	.14	.82	87.84	87.84	80.5	19.54	65.88	09.60	69.8C	56.14	.4B	1.50	6.14	56-140	41-500	
	133.2	2		51.	44	44	41	36	36	£4.	29	27	94	46	44	43	38	4.4	*	38	36
in	• STA	L)	KTS	•	3.	•	0	•	.00	116.0	15.	N	m		•		-	00	•		120.0
	ن ن			309	309	909	309	309					324	324	324	324	324	324	324	324	324
1358	3 JULY 65		NO.	FL IGHT	FLIGHT	FL IUHT	FL ICHT	FL IGHT	FLIGHT	FL IGHT		FL I GHT	FL TGHT	FL ICHT	-	2	FLIGHT	FLIGHT	FL I CHT	FL I GHT	FLISHT
•	BATE		CONCIT	>	E	LEVEL	>	>	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
543	$\Leftrightarrow$		E: 1	<b>1112F</b>	11.	37171	11.12E	11126	11 1 ZE	1112E	11.125	1L12E	11.2E	ILIZE	17171	<b>111</b> 2E	1112F	11.12E	11126	3111260	11.1ZE
Ŧ	AF62-2			STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STAB	STA
DEL	d I	CTR	N.C.	530	531	522	533	534	535	536	537	538	539	540	541	245	543	544	543	246	547

133.2 OSC. NO. 1	MR YOKE BM STA 6.0	MEAN	086.410 18158.03	1.300 19808.76	82.031 11555.11	7435.681 13205.84	31.300 13205.84	34.220 13205.84	9182.030 18158.03	89-331 18158-03	4229.839 23110.22	8895.170 28362.41	5593.706 le158.03	-72196-628 11555-109	2196.629 8253.64	45.839 9964.37	2292.250 18158.03	2292.250 18158.03	292.250 181	158.03
3.W. 7500 C.G. STA	VCAL	RPK KTS	9 2	9 43.	9 59.	9 80.	9 91.	. 10C.	9 110.	9 115.	120.	4 23.	4 43.	324 59.0	. 60.	4 91.	, 100.	4 110°	4 115.	12
HODEL UH-18 543 FLT. 1358 SHIP AF62-2023 DATE 9 JULY 65		. TE	O STABILIZED LEVEL FLI	I STABILIZED LEVEL FL	2 STABILIZED LEVEL FL	3 STABILIZED LEVEL FLIG	4 STABILIZED LEVEL FLIG	5 STABILIZED LEVEL FLIG	S STABILIZED LEVEL FLIG	7 STABILIZED LEVEL FLIG	8 STABILIZED LEVEL FLIG	9 STABILIZED LEVEL FLIG	O STABILIZED LEVEL FL	541 STABILIZED LEVEL FLIGHT	2 STABILIZED LEVEL FL	3 STABILIZED LEVEL FLIG	STABILIZED LEVEL FLIG	5 STABILIZED LEVEL FL	S STABILIZED LE	7 STABILIZED LE

BELL HELICOPTER CO. PROSKAN FOR DATE 07/17/65 PROBLEM 2239 PAGE 7

RASELINE STO BLACES

23.0 -8415.00C 36465. 23.0 -8415.00C 36465. 43.0 -5610.00C 34595. 80.C -5843.750 16596. 91.C -0.00C 27582. 90.C -467.5CO 24310. 10.C 3272.5CO 24310. 10.C 3272.5CO 24310. 10.C -232.75C 29686. 23.0 -441.25C 17998. 80.C -441.25C 17998. 91.C -2337.5CO 17063. 15.C 2531.25C 17965.	UH-18 <b>54</b> 3 AF62-2023	FLT. DATE	1358 9 JULY 65	<u>ာ</u> ပ	·	(	ALT. GSC.	08 •	<b>-</b>
TABILIZED LEVEL FLIGHT 309 23.0 -8415.000 34595.0  TABILIZED LEVEL FLIGHT 309 43.0 -5610.000 34595.0  TABILIZED LEVEL FLIGHT 309 80.0 -7843.750 24076.2  TABILIZED LEVEL FLIGHT 309 91.0 -67.000 27582.5  TABILIZED LEVEL FLIGHT 309 110.0 -467.500 24310.0  TABILIZED LEVEL FLIGHT 309 110.0 -2372.500 24310.0  TABILIZED LEVEL FLIGHT 309 110.0 -467.500 24310.0  TABILIZED LEVEL FLIGHT 309 115.0 -233.750 25206.2  TABILIZED LEVEL FLIGHT 324 23.0 -4675.000 23375.0  TABILIZED LEVEL FLIGHT 324 43.0 -4441.250 11921.2  TABILIZED LEVEL FLIGHT 324 91.0 -2337.500 14025.0  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -1168.750 17063.7	1	ONO	NC 1		VCAL KTS	0		STA	040
TABILIZED LEVEL FLIGHT 309 43.0 -5610.000 34595.0  TABILIZED LEVEL FLIGHT 309 80.0 -7713.750 26076.2  TABILIZED LEVEL FLIGHT 309 91.0 -0.000 27582.5  TABILIZED LEVEL FLIGHT 309 110.0 3272.500 24310.0  TABILIZED LEVEL FLIGHT 309 110.0 3272.500 24310.0  TABILIZED LEVEL FLIGHT 309 110.0 3272.500 24310.0  TABILIZED LEVEL FLIGHT 309 115.0 2103.750 22206.2  TABILIZED LEVEL FLIGHT 309 120.0 -233.750 22206.2  TABILIZED LEVEL FLIGHT 324 43.0 -441.250 11921.2  TABILIZED LEVEL FLIGHT 324 80.0 -441.250 11921.2  TABILIZED LEVEL FLIGHT 324 100.0 -2337.500 14025.0  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -1168.750 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 2571.250 19401.2  TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.2	TABILIZ	D LEV	10	30	~	8415	O	646	20.
TABILIZED LEVEL FLIGHT       309       59.0       -7713.750       24076.2         TABILIZED LEVEL FLIGHT       309       91.0       -5843.750       16596.2         TABILIZED LEVEL FLIGHT       309       110.0       -467.500       27582.5         TABILIZED LEVEL FLIGHT       309       110.0       3272.500       24310.0         TABILIZED LEVEL FLIGHT       309       115.0       2103.750       22206.2         TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       2375.0         TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       17998.7         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       1705.0         TABILIZED LEVEL FLIGHT       324       100.0       -2337.50       1705.0         TABILIZED L	TABILIZ	D LEV	:	309	~.	561	0	459	.03
TABILIZED LEVEL FLIGHT 309 80.0 -5843.750 16596.2  TABILIZED LEVEL FLIGHT 309 91.0 -0.000 27582.5  TABILIZED LEVEL FLIGHT 309 110.0 3272.500 24310.0  TABILIZED LEVEL FLIGHT 309 110.0 3272.500 24310.0  TABILIZED LEVEL FLIGHT 309 115.0 2103.750 22206.2  TABILIZED LEVEL FLIGHT 309 120.0 -233.750 22206.2  TABILIZED LEVEL FLIGHT 324 23.0 -9116.250 35296.2  TABILIZED LEVEL FLIGHT 324 43.0 -4441.250 11921.2  TABILIZED LEVEL FLIGHT 324 91.0 -4441.250 14025.0  TABILIZED LEVEL FLIGHT 324 100.0 -2337.500 14025.0  TABILIZED LEVEL FLIGHT 324 100.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 120.0 2571.250 17666.2	TABILIZ	D LEVE	5	309	5	11:	S	407	.25
TABILIZEC LEVEL FLIGHT       309       91.0       -0.000       27582.5         TABILIZED LEVEL FLIGHT       309       110.0       -467.500       24310.0         TABILIZED LEVEL FLIGHT       309       110.0       2103.750       22206.2         TABILIZED LEVEL FLIGHT       309       120.0       -232.750       22206.2         TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       35296.2         TABILIZED LEVEL FLIGHT       324       43.0       -441.250       11921.2         TABILIZED LEVEL FLIGHT       324       80.0       -441.250       11921.2         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       17063.7         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       17063.7         TABILIZED LEVEL FLIGHT       324       110.0       -1168.750       17063.7         TABILIZED LEVEL FLIGHT       324       120.0       2571.250       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2571.250       16466.2	TABILIZ	O LEVE	91	309	0	584	10	659	.24
TABILIZED LEVEL FLIGHT       309       100.0       -467.500       24310.0         TABILIZED LEVEL FLIGHT       309       115.0       2103.750       24310.0         TABILIZED LEVEL FLIGHT       309       120.0       -233.750       22206.2         TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       35296.2         TABILIZED LEVEL FLIGHT       324       43.0       -4675.000       23375.0         TABILIZED LEVEL FLIGHT       324       59.0       -4441.250       11998.7         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       1706.3.7         TABILIZED LEVEL FLIGHT       324       110.0       -2337.50       19401.2         TABILIZED LEVEL FLIGHT       324       115.0       -2337.50       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2571.250       19401.2            TABILIZED LEVEL FLIGHT       324       120.0       2571.250       19401.2            TABILIZED LEVEL FLIGHT       324       120.0       2	TABILIZ	C LEVE	1	309	-	_	00	758	.5
TABILIZED LEVEL FLIGHT 309 110.5 3272.500 24310.0 TABILIZED LEVEL FLIGHT 309 115.0 2103.750 22206.2 TABILIZED LEVEL FLIGHT 309 120.0 "-232.756 29686.2 TABILIZED LEVEL FLIGHT 324 23.0 -9116.256 35296.2 TABILIZED LEVEL FLIGHT 324 43.0 -4441.256 17998.7 TABILIZED LEVEL FLIGHT 324 59.0 -4441.256 11921.2 TABILIZED LEVEL FLIGHT 324 80.0 -4441.256 11921.2 TABILIZED LEVEL FLIGHT 324 10C.0 -2337.500 14025.0 TABILIZED LEVEL FLIGHT 324 11C.0 -2337.500 17063.7 TABILIZED LEVEL FLIGHT 324 11C.0 -1168.750 17063.7 TABILIZED LEVEL FLIGHT 324 11C.0 2571.250 19401.2 TABILIZED LEVEL FLIGHT 324 120.0 2571.250 18466.2	TABILIZ	O LEVE	2	309	00	46	.50	431	0
TABILIZED LEVEL FLIGHT 309 115.0 2103.750 22206.2  TABILIZED LEVEL FLIGHT 309 120.0 "-232.756 29686.2  TABILIZED LEVEL FLIGHT 324 23.0 -9116.256 35296.2  TABILIZED LEVEL FLIGHT 324 43.0 -4675.000 23375.0  TABILIZED LEVEL FLIGHT 324 80.0 -4641.256 11921.2  TABILIZED LEVEL FLIGHT 324 91.0 -2337.500 14025.0  TABILIZED LEVEL FLIGHT 324 100.0 -2337.500 17063.7  TABILIZED LEVEL FLIGHT 324 110.0 -0.000 17063.7  TABILIZED LEVEL FLIGHT 324 115.0 2571.250 19401.2  TABILIZED LEVEL FLIGHT 324 120.0 2571.250 19401.2	TABIL12	D LEVE	51	309	10.	27	.50	431	C3
TABILIZEO LEVEL FLIGHT       309       120.0       "-233.750       29686.2         TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       35296.2         TABILIZED LEVEL FLIGHT       324       43.0       -4675.000       23375.0         TABILIZED LEVEL FLIGHT       324       80.0       -441.250       11921.2         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -0.00       17063.7         TABILIZED LEVEL FLIGHT       324       110.0       -1168.75       17063.7         TABILIZED LEVEL FLIGHT       324       120.0       2571.25       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2103.75       16466.2	TABILI2	O LEVE	9	309	15.	01	.75	220	7
TABILIZED LEVEL FLIGHT       324       23.0       -9116.250       35296.2         TABILIZED LEVEL FLIGHT       324       43.0       -4475.000       23375.0         TABILIZED LEVEL FLIGHT       324       80.0       -441.250       11998.7         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -1168.750       17063.7         TABILIZED LEVEL FLIGHT       324       115.0       2571.250       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2571.250       19401.2      TABILIZED LEVEL FLIGHT       324       120.0       2571.250       16466.2	TABILIZ	O LEVE	16	309	20.	23	• 75	896	.2
TABILIZED LEVEL FLIGHT 324 43.0 -4441.250 17998.7  TABILIZED LEVEL FLIGHT 324 80.0 -4441.250 17998.7  TABILIZED LEVEL FLIGHT 324 91.0 -2337.550 14025.0  TABILIZED LEVEL FLIGHT 324 100.0 -0.000 17765.0  TABILIZED LEVEL FLIGHT 324 110.0 -1168.750 17063.7  TABILIZED LEVEL FLIGHT 324 115.0 2571.250 19401.2  TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.2	TABILIZ	D LEVE	16	324	3	116	25	529	.2
TABILIZED LEVEL FLIGHT       324       59.0       -4441.250       17998.7         TABILIZED LEVEL FLIGHT       324       80.0       -441.250       11921.2         TABILIZED LEVEL FLIGHT       324       91.0       -2337.50       14025.0         TABILIZED LEVEL FLIGHT       324       110.0       -1168.75       17663.7         TABILIZED LEVEL FLIGHT       324       115.0       2571.25       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2571.25       19401.2	TABIL 12	D LEVE	91	324	3.	467	0	337	0.
TABILIZED LEVEL FLIGHT       324       80.0       -441.250       11921.2         TABILIZED LEVEL FLIGHT       324       100.0       -2337.500       14025.0         TABILIZED LEVEL FLIGHT       324       100.0       -1168.750       17063.7         TABILIZED LEVEL FLIGHT       324       115.0       -2571.250       19401.2         TABILIZED LEVEL FLIGHT       324       120.0       2571.250       19401.2	TABILIZ	D Leve	91	324	6	777	'n	661	. 7
TABILIZED LEVEL FLIGHT 324 91.C -2337.500 14025.0 14811ZED LEVEL FLIGHT 324 10C.0 -0.0CC 17765.0 1781LIZED LEVEL FLIGHT 324 116.C -1168.750 1765.0 1781LIZED LEVEL FLIGHT 324 115.C 2571.250 19401.2 1781LIZED LEVEL FLIGHT 324 120.C 2103.750 16466.2	TABIL 12	D LEVE	IC	324	0	444	5	761	.2
TABILIZED LEVEL FLIGHT 324 10C.0 -0.00C 17765.0 TABILIZED LEVEL FLIGHT 324 116.0 -1168.750 17653.7 TABILIZED LEVEL FLIGHT 324 115.0 2571.250 19401.2 TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.2	TABILIZ	C LEVE	16	324	1.	233	C	405	0
TABILIZED LEVEL FLIGHT 324 116.0 -1168.750 17663.7 TABILIZED LEVEL FLIGHT 324 115.0 2571.250 19401.2 TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.2	TABILIZ	C LEV	2		5		O	776	0
TABILIZED LEVEL FLIGHT 324 115.0 2571.250 19401.2 TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.2	TABILIZ	O LEVE	15		16.	116	S	902	. 7
TABILIZED LEVEL FLIGHT 324 120.0 2103.750 16466.25	TABILIZ	DLEV	<u>.</u>		5	25	r	4	2
	TABILIZ	D LEV	91		20.	10	5	846	.25

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RASELINE STO BLADES

MODEL	UH-18 543 AF62-2023	FLT	• 41	1358 9 JULY 65	30	W. 7560 G. STA	L8 133.2	ALT.	3030 NG.	FT 1	2
CIR	~					VCAL	MR BL	CHD CHD	STA	9	
NO	TE	ST CONC	ITI	Š	S S	KTS	H	Z		CSC	
536	STABILI	ZED LEV	ننا	FLIGHT	309	-	46268	50	5377	1.5	00
5	STABILI	ZED LEV	Ē	FL IGHT	309	•	46893	. 75	5189	5.7	65
532	STABILI	ED LEV	FL	FL IGHT	304		43767	5	4126	5.5	
53	STABILE	ED LEV	1	FL IGHT	909	•	48144	.24	3188	7.7	0
534	STAB	ED LEV	FL	FLIGHT	309	•	45769	.50	5377	4.1	66
535	STAB	LEV	EL	FL IGHT	309	•	58148	.25	4689	3.7	20
536	STABILI	ED LEV	4	FL. I GHT	309	•	66819	.75	4689	3.7	20
531	STABILI	ED LE	<u>.</u>	FLIGHT	309		60023	6	5127	5.6	9
538	STABILI	C LEI	H	FL I GHT	309	120.0	58773	.50	6252	5.0	00
535	STABILI	en Lei	ŕľ	16	324	•	50645	25	4814	4.2	64
540	STABILI	ED LE	EF	-	324	•	53771	4	4126	5.5	00
541	STABILI	ED LE	VEL	FLIGHT	324		58773	50	3126	2.5	00
545	STABILI	DLE	EL		324		58773	N	2751	0-1	00
543	STABILL	ED LEI		91	324	•	42517	00.	2000	8.0	S
544	STABILI	ED LEI	13	2	324		61274	49	3251	3.0	00
545	STABILI	37 03Z	EL	FL 1 GHT	324	•	63775	ď	3376	3.4	66
546	STABILI	zeo te	E	16	324		67527	00.	3751	5.0	00
547	STABILI	D LE	E	FLIGHT	324	•	7007	99	4251	7.0	00

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BELL HELICOPTER CO.

BASELINE STD BLADES

ברנ	UH-18 543	543	FLT.	1358	2.0	7500	LB	AL T.	3050 FT HD
	F62-20	23		9 JULY 65	Ü	STA	133.2	csc.	
CTR						VCAL	X X	YCKE CH	CHE STA 6.0
NO.		TEST (	LIGNO	נא	RPR	KTS	X.	MEAN	080
530	TABI	TABILIZED	LEVEL	FLIGHT	309	23.0	43057	4	59367.490
531	STABL	TASILIZED	LEVEL	FL I CHT	309	43.0	43383	1.936	56431.735
532	STABL	LIZED	LEVEL	_	309	59.0	37838.6	3.622	49581.640
533	STABI	11260	LEVEL	FL IGHT	309	80.0	38491	010-1	43657.740
534	STABL	03717	LEVEL	FL IGHT	309	91.3	50886	12500	62629.439
535	STABL	LIZED	LEVEL	FL IGHT	309	106.0	56431	. 736	63608-025
536	STABL	LIZED	LEVEL	-	309	110.0	64260	3.415	69479.534
537	STABL	11260	LEVEL	_	309	115.0	70458	1.120	75677.239
538	STABI	LIZED	LEVEL		309	120.0	60869	1.730	91334.599
839	STABI	LIZED	LEVEL	FL IGHT	324	23.0	37838	3-622	53495.980
540	STABL	11260	LEVEL		324	43.0	41426	3.766	46645.885
149	STABL	03217	LEVEL	FL IGHT	324	59.0	43710	1.129	37838.620
345	STABL	LIZED	LEVEL	FL IGHT	324	80.0	45341	45341.105	36860.034
543	STABILIZED	11250	LEVEL	FL IGHT	324	91.0	47950		45993.495
244	STABI	11260	LEVEL	FL I GHT	324	100.0	53495		50886.420
545	STABI	03717	LEVEL	FL IGHT	324	0.011	56751		52191.200
346	STABL	11250	LEVEL	FLIGHT	324	115.0	64912		
241	STABL	11250	LEVEL	FL ICHT	324	120.0	68174	.753	66869.974

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H H0				.120	.938	.938	.302	.126	+84.	0		6.	.93	-	.30	0		• 66	· 54	060.	.514
80	•					13	10	12	•	σ.	11	13	13	11	10	Y	Œ	•	3	Φ	11
30	) Z	PING																			
ALT.	020	LAP	REAN	1.21	1.81	1.818	1.618	2.424	2.424	4.242	3.036	1.61	1.81	1.81	1.81	1.21	3.63	9.0	2.42	0.606	3.030
LB	1,33.2	<b>X</b>	Z	1	١	,	•	•	11	. 1	•	1	!		1	•	1	1	1	1	•
7500	SI	CAL	KTS	•	•	59.0	0	•	0	10.	15.	20.	23.62	J.	6	ن	-	000	•	115.0	120.0
3	ပ်	>	×	6	•	~		•		~	-					W	4	-	-	_	*
,	_		RPM	306	309	369	303	309	309	309	0	303	324	324			2	324	324	324	324
	67			_	_	_	_	<b>.</b>	<b>,</b>	<b>)-</b>	_	<b>-</b>	<b>-</b>	_	<b>,</b>	_	_	_	<b>)</b>	<b>-</b>	<b>-</b>
358	3017		NC NC	FL ICH	FLICHT	FLIGH	FLISH	FLICH	FL IGHT	FL 1GHT	FL IGHT	FL IGHT	FL IGHT	FLIGH	FL I GHT	-	-	FL 16H	FL IGHT	FL IGHT	FL I GHT
	e W		111	יון		EL	_	ند	E	E	E.	ب	ب	EL	1	<u>ر</u> ۱۴	<b>ب</b>	۔ پ	EL	בו	EL
FLT			ONC	>	>	LEV	LEV	LEV	LEV	LEV	LEY	LEY	LEVI	LEV	LEV	LEV	LEV	LE	LEY	LEV	LEV
543	623		S	LIZE	1126	111250	117	111260	217	1LIZED	LIZE	717	1L12FD	717		LIZE		112E		11.1260	ILIZED
H-18	$\sim$			TAB	TA8	TAB	TAB	TAB	A 8	TAB	TAB	TAB	TAB	TAB	TAB	TAB	TAB	TAB	1	TAB	148
DEL	dINS	-		3	$\sim$	3	20	67	535	4	~	de	~	-	٠	•	•	•	•	-	-
									-	1											

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BASELINE STO BLADES

BELL HELICOPTER CO.

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SHIP	EL P	UH-18. 543 AF62-2023	FLT. DATE	1358 9 JULY 6	<u>ن</u> ق م	W. 7500 G. STA	L8 133.2	ALT. 3080 05C. NO.	O FT HC
	\ \frac{1}{2}	٠				VCAL	PILG	I VERT	ACCEL
	NON	TE	CONCIT	NOI.	I.da	KTS .	五	Z	CSC
	530	STABILIZE	D LEVEL		309	23.0	0	.97	C-133
	531	STABILIZE	LEV	FLIGHT	309	•	1	.02	
	532	STABILIZE	LEY		309	59.0	7		7
	533	STABILIZE	LEV		369		0	.97	0.133
	534	STABILIZE	1	FL IGHT	309	•	red	.02	0.230
	535	STABILIZE	LEV	FLIGHT	309	0	O	6	•
	536	STABILIZE	ב	FLIGHT	309	-	0	900	.26
	337	STABILIZE	LE	4	309	•	0	90	.24
	538	STABILIZE	1		309	20.	0	16.	.32
	539	STABILIZE	D LEVEL	FL IGHT	324	_	O		0.085
	540	STABILIZE	LE	-	324	43.0	0	.98	•00
	541	STABILIZE	L	FL IGHT	324	29.0	0	.95	.09
	542	STABILIZE	LEV		324	3	0	946	.11
	543	STABILIZE	LEV	FL 1	324	91.0	0	.93	.13
	544	STABILIZE	-		324	5	0	.99	.17
	543	STABILIZE	LEV	FLIS	324	10.	0	6.	.23
	546	STABILIZE	LEV	FLI	324	115.0	-	.01	0.272
	541	STABILIZE	DEFE	FL ISHT	324	0	-	900.	0.260
						-			

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SASELINE STD BLADES

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BASELINE STO BLADES

		שומר במכז חבור ז מפרו	3	***	13306 036.	•	
	CTR			VCAL	CO-P11.07	VERT	ACCEL
	NO.	ONDIT	RPH	KTS	MEAN		OSC
	530	LEVEL	309	23.0	0.970		0.162
	531	LEVEL	309	43.0	1.042		0.114
	532	LEVEL	309	59.0	1.084		9.T.
	533	STABILIZED LEVEL FLIGHT	309	80.0	1.012		0-168
	534	LEVEL	309	91.0	1.066		0.234
	535	LEVEL	309	100-0	1.024		0.228
	536	LEVEL	309	110.0	1.066	1	0.330
	537	LEVEL	309	115.0	0.976		0-318
1	536	LEVEL	309	120.0	1.024		0.432
	939	LEVEL	324	23.0	1.036		0.228
1	\$40	LEVEL	324	43.0	1.042		0.150
	241	LEVEL	324	59.0	0.982		0.114
	545	LEVEL	324	80.0	0.954	1	0.126
	543	LEVEL	324	91.0	1.000		0.156
	244	LEVEL	324	10000	966-0		0.246
	545	LEVEL	324	110.0	1.024		0.252
	246	LEVEL	324	115.0	1.012		0.276
	247	STABILIZED LEVEL FLIGHT	324	126.0	1.030		0.342
			-				

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## BASELINE STO BLADES

									1				1				r r			
3080 FT HD NO. 1	ACCEL	080	0.108	0.102	0.000	0.096	0.000		JO		0.120	0.210	0.162	0.102	0.066	060-0	C-114	~	-	6-120
ALT. 3C	VERT AC		94			12	99	90	30	58	72	22	90	70	.970	50	90	88	82	00
133.2 O	C.6. V	MEAN	0.0	1.0	1.0	1.0	1.0		1.0	0.0	1.07	6.0	1.0	6.0	6.0	0.0	1.0	0.0	0.0	1.0
H. 7500 G. STA	VCAL	KTS	23.0	3.	59.0	90.0	91.6	100.0	110.0	115.0	120.0	23.0	43.0	59.0	80.0	91.0	100:0	110.0	115.0	120.0
<b>હ</b> ં. <b>હં</b>		RPH	309	309	309	309	309	309	309	309	309	324	324	324	324	324	324	324	324	324
1358 9 JULY 65		NOI													FLIGHT					
FLT.		CONDIT	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
UH-18 543 AF62-2023		21	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED	11.1260	TABILIZED	TABILIZED	TABILIZED	TABILIZED	TABILIZED
PODEL U	CIR	Ş	530	185	532	533	534	535	536	537	538	539	240	241	545	543	544	545	246	241

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BASELINE STO BLADES

				* · · ·								a de l'acception de la company									
3080 FT HD		ST TUBE	DSC	262.570	238.700	179.025	131.285	226.765	214.830	274.505	298.375	393.855	322-245	190.960	131.285	131.285	155.155	202.895	238.700	286.440	334.180
LB ALT. 30	026.	R/H CYC BOOST	3	119.350	.2	83.545	83.545	179.025	167.090	155.195	131.285	179.025	131.285	71.610	83.545	59.675	107.415	107.415	143.220	143.220	110 250
6-W- 7500 L	. STA .	VCAL					.00	91.	100.	110	115		23.	43.	59.	324 80.0	91.				
m	9 3017 65		NOI	FLIGHT	FL 16HT	FLIGHT	FLIGHT	FLIGHT	FLIGHT	FL IGHT	FLIGHT	FL IGHT	FLIGHT	F. IGHT	FL IGHT	FLIGHT	FLIGHT	FLIGHT	FL IGHT	FLIGHT	FI TONA
10	73 OAT	1	EST (	111260	111260	11.1260	11.1260	11.1250	11,1260	111260	ILIZED	ILIZED	111260	111260	11.1260	-	111250	111260	11.1260	111250	71 1 1 2 CA
8:	2-794V 41HS	CTR	*0*	S	I ST	2 STA	3 ST	6 STA	S STA	S STA	ATS 7	B STA	STA S	D STA	L STA	S42 STAB	ATS 6	ATS 4	S STA	5	AT CTA

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9			0	9	9	40	o	9	0	0	9	9	9	9	9	Q	20	9	0	90
1-	TURE	OSC		157.080		190.74	01.96	68-30	179.520	13.180	58.06	69.290	57.08	57.08	57.08	45.86		-	-	
3060 NO.	BOOST			-	-	_	N	-		7	~	7	-					7		2
ALT. 05C.	CYC BG	AN	0	1.320	10	096-1	080-	-980	-	1.300	1.180	092-	.880	22.440	.880			1.540		6-860
133.2	5	ME	-56	19-	-70	-100	-157	-100	-112.	-168	-213	-89	77-	-22	14-	-100	-33	-70	-69	-145
7500 STA	CAL	TS	23.0	43.0	59.0	80.0	91.0	0.00	110.0	115.0	20.0	23.6	43.0	59.0	80.0	91.0	0.00	10.0	115.0	20.0
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HODEL U	CTR	NO.	530	531	532	533	534	\$35	936	537	538	539	240	541	245	543	244	545	946	547

BELL HELÍCOPTER CO. PROGRAM FOS DATE 07/17/65 PRÓBLEM 2239 PAGE 16

EASELINE STO BLADES

BELL MELICOPTER CO. PROGRAM FOR DATE 07/17/65 PROBLEM 2239 PAGE 17

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	CTR					VCAL	COLL BOOST TUBE	7006	* **		
	NO.	TEST	CONDIT	FON	APA		MEAN	080		A	F.
	530	STABILIZED	LEVEL	FL IGHT	309	ě .	-67.100	104.520			
	531	STABILIZED	LEVEL	FLICHT	309		-91.455	91.455			
50.00	532	STABILIZED	LEVEL	FL IGHT	309	-	-69.680	78.390			
	533	STABILIZED	LEVEL	FL IGHT	309		-56-615	82.745	1		
	534	STABILIZED	LEVEL	FLIGHT	309		-56.615	126.295		\$ a a	-
	535	STABIL12ED	LEVEL	PL IGHT	309		-60.970	165.490		AS	
	536	STABILIZED	LEVEL	FL IGHT	309	3	-91.455	195.975			
THE ST	537	STABIL (250	LEVEL	FL IGHT	309		-43.550	252.590	学のと	in gr	
	538	STABILIZED	LEVEL	FLIGHT	309		-02.745	326.625	-		
	539	STABILIZED	LEVEL	FL IGHT	324		-39.195	108.875			
	240	STABILIZED	LEVEL	FL IGHT	324	43.0	-56.615	91.485	the second seconds	The second secon	
	345	STABILIZED	LEVEL	FLIGHT	324		-21.775	74.035			A
1	245	STABIL1260	LEVEL	PL IGHT	324		-39.195	117.585			,
154	543	STABIL 12ED	LEVEL	FLIGHT	324		-60.970	148.070			
	35	STABILIZED	LEVEL	FLIGHT	324	2	-56.615	178.555	1		1 1 1 1
6	242	STABILIZED	Level	FLIGHT	324		-60.970	209-040		94	
4 6	246	STABIL 1260	LEVEL	FL IGHT	324		-74.035	239.525			
	547	STABILIZED	LEVEL	FLIGHT	324		-74.035	291.785			
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LOAD SURVEY - RACAR ANTENNA MIR

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	HODE	CX-10 543			.5				3000	HC
	SHIP	46 62-2023	CATE	19 AUG 65	.0.0	6. STA.	129.9 0	OSC.	KG. 1	
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	799	STABILIZED		FL IGHT	310	43.6	1773.4	15	6477	1.255
1	008	STA		FL IGHT	310	43.0	1773.4	15	4953	561-1
	100	STA		FL ICHT	310	59.6	2535.5	63	4853	1.195
	105	STA		FLICHT	316	57.50	3551.5	4.5	7239	1-215
	603	STA		FL BGHT	310	91.0	3551.5	45	7493	1.255
	100	537		FL 1GPT	310	100.0	4921.5	65	ECC1	1.315
	808	SAA		PL ICHT	316	115.0	7107.6	69	10033	1.355
	90	57.4		EL IGHT	316	120.0	1665.7	2) 2)	12571	1.495
	101	511		FL 1GHT	324	23.0	122.4	10	5566	1.220
	101	STABILIZEE		FL IGHT	324	43.0	P 8.	53	1514	-103
,10	5	STABILIZEC		FL LGHT	324	36.6	-131.6	99	4326	9.190
	910	STABLEIZED		A 16HT	324	80.6	1392.4	00	6350	1.250
g	111	STABILIZEC	LEVEL	FL I GHT	324	21.6	2154.490	20	635(	6356.250
93.	913	STABILIZEC		FL IGHT	324	100.0	3424.9	40	6151	1.270
	813	STABILIZED		FL IGHT	324	110.0	4186.5	20	7620	1.300
	916	STABILIZEE		FL IGHT	324	115,0	4313.5	75	8509	1.339
3	818	STABILIZED		FL IGHT	324	120.0	6091.6	43	16031	1.355

BLADES

LEAD SURVEY - RADAR ANTENNA MIR

CONTROLL COMPACE IN COUNTY COU

LOAC SURVEY - RADAR ANTENNA MIR BLACES

ALT. 3000 FT HE 05C. NG. 1 C.S. STA: 125.4 PECEL UH-18 943 SHIP AF 62-2023

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NO.	7657	CCNDIT	LCN	RPH	KTS	FEAN	
199	STABILIZEC	LEVEL	7	310	23.0		9640.221
900	STABILIZEC	LEVEL	1	310	43.0		6.5
100	STABILIZEC	LEVEL	4	310	55.0		6.5
802	STABILIZED	LEVEL	7	310	30.08		654.5
803	STABIL 12EC	Level	2	310	91.0		147.6
<b>506</b>	STAB11.1260	LEVEL	7	310	100.0		291
608	STABILIZEC	LEVEL	F	310	115.0		14206-646
900	STABILIZED	LEVEL	3	310	12000		265.68
<b>f</b> 03	STABILIZEC	LEVEL	4	324	23.6		610.
808	STABILIZEC	LEVEL	4	324	43.6		342.
500	STABILIZEE	LEVEL	1	324	55.0		.890
910	STABILIZEC	LEVEL	2	324	96.0		116.
118	STABILIZEC	LEVEL	2	324	91.6		8118.080
812	STABILIZED	LEVEL	2	324	100.0	•	3
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		CTR	mention		To the property of the party of		VCAL	WR PITCH	LINK RED
STABILIZED LEVEL FLIGHT       310       23.0       -17.060       35.0       -51.160       25.00       25		MOS	TEST		NOT	KOK	KTS	K	
\$7.40   L.   Z.E.       -51.160       2         \$7.40   L.   Z.E.       -1.60   2       2         \$7.40   L.   Z.E.       R.   GHT   310   34.00   34.120		199		LEVEL		310	23.0	17.	77
STABILIZEC LEVEL PLIGHT 310 99.0 -25.990 20 27.0 1.20 34.120 34.120 25.0 1.20 1.20 34.120 34.120 34.120 34.120 31.0 10.0 10.0 119.420 31.0 10.0 10.0 10.0 119.420 31.0 10.0 10.0 10.0 10.0 10.0 10.0 10.		000	0	LEVEL		310	43.0	.16	72.5
STABILIZEC LEVEL FLIGHT 31C GC-G 34-12C 35 STABILIZED LEVEL FLIGHT 31C G1.C 119-42C 3 STABILIZED LEVEL FLIGHT 31C 1CC-G 93-E3C 3 STABILIZED LEVEL FLIGHT 31C 12C-C 34-12C 5 STABILIZED LEVEL FLIGHT 324 23-C -42-69C 2 STABILIZED LEVEL FLIGHT 324 23-C -42-69C 2 STABILIZED LEVEL FLIGHT 324 55-C -34-12C 2 STABILIZED LEVEL FLIGHT 324 55-C -34-12C 2 STABILIZED LEVEL FLIGHT 324 1CC-C 56-240 3 STABILIZED LEVEL FLIGHT 324 1CC-C 56-240 3 STABILIZED LEVEL FLIGHT 324 1CC-C 56-240 3 STABILIZED LEVEL FLIGHT 324 1CC-C 56-3CC 4C-C 55-3CC 46-C 55-3CC 46-C 55-3CC 46-C 55-3CC 66-C 55-3CC 66-C 55-3CC 66-C 55-3CC 66-C 55-		100	2	LEVEL		310	38°C	.59	264.430
STABILIZED LEVEL FLIGHT       310       91.0       119.420       31         STABILIZED LEVEL FLIGHT       310       105.0       93.636       36         STABILIZED LEVEL FLIGHT       310       115.0       94.120       55         STABILIZED LEVEL FLIGHT       324       23.0       -42.690       26         STABILIZED LEVEL FLIGHT       324       42.0       -34.120       26         STABILIZED LEVEL FLIGHT       324       42.0       -34.120       26         STABILIZED LEVEL FLIGHT       324       55.0       -25.590       31         STABILIZED LEVEL FLIGHT       324       100.0       66.2       46.70       46.70         STABILIZED LEVEL FLIGHT       324       110.0       66.0       66.0       46.70		905	U	Level		310	900	-	367.68
\$1ABILIZEC LEVEL FLIGHT       310       1CC.0       93.63C       3         \$1ABILIZEC LEVEL FLIGHT       310       115.0       59.710       5         \$1ABILIZEC LEVEL FLIGHT       324       23.0       -42.650       2         \$7ABILIZEC LEVEL FLIGHT       324       42.0       -102.360       2         \$1ABILIZEC LEVEL FLIGHT       324       42.0       -34.120       2         \$1ABILIZEC LEVEL FLIGHT       324       55.0       -34.120       2         \$7ABILIZEC LEVEL FLIGHT       324       51.0       68.240       3         \$7ABILIZEC LEVEL FLIGHT       324       100.0       68.240       3         \$7ABILIZEC LEVEL FLIGHT       324       100.0       65.300       40         \$7ABILIZEC LEVEL FLIGHT       324       110.0       65.300       40         \$7ABILIZEC LEVEL FLIGHT       324       110.0       65.300       40         \$7ABILIZEC LEVEL FLIGHT       324       110.0       65.0       60.0       60.0         \$7ABILIZEC LEVEL FLIGHT       324       110.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0       60.0 <td></td> <td>103</td> <td>0141260</td> <td>LEVEL</td> <td></td> <td>310</td> <td>91.0</td> <td>42</td> <td>375,320</td>		103	0141260	LEVEL		310	91.0	42	375,320
\$7.401.12.0 LEVEL #LIGHT       310       115.0       59.710       5         \$7.401.12.0 LEVEL #LIGHT       310       120.0       34.120       6         \$7.401.12.0 LEVEL #LIGHT       324       23.0       -42.0       2         \$7.401.12.0 LEVEL #LIGHT       324       42.0       -34.120       2         \$7.401.12.0 LEVEL #LIGHT       324       95.0       -34.120       2         \$7.401.12.0 LEVEL #LIGHT       324       96.0       68.240       3         \$7.401.12.0 LEVEL #LIGHT       324       110.0       65.300       40         \$7.401.12.0 LEVEL #LIGHT       324       110.0       65.300       40         \$7.401.12.0 LEVEL #LIGHT       324       110.0       65.300       40         \$7.401.12.0 LEVEL #LIGHT       324       110.0       65.300       40	- 1	100	0171760	LEVEL	5	310	100.0	63	363.65(
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\$7.481.126c       LEVEL       61.6017       324       23.0       -42.650       2         \$7.481.126c       LEVEL       FLIGHT       324       42.0       -34.120       2         \$7.481.126c       LEVEL       FLIGHT       324       56.0       -25.550       3         \$7.481.126c       LEVEL       FLIGHT       324       51.0       68.240       3         \$7.481.126c       LEVEL       FLIGHT       324       100.0       65.300       40         \$7.481.126c       LEVEL       FLIGHT       324       110.0       65.300       40         \$7.481.126c       LEVEL       FLIGHT       324       110.0       65.300       40         \$7.481.126c       LEVEL       FLIGHT       324       110.0       65.300       40         \$7.481.126c       LEVEL       FLIGHT       324       110.0       65.300       40		806	BILIZEG	LEVEL	T	310	126.6	12	6+8-28
\$TABILIZED LEVEL FLIGHT       \$24       42.0       -102.360       2         \$TABILIZED LEVEL FLIGHT       \$24       42.0       -34.120       2         \$TABILIZED LEVEL FLIGHT       \$24       \$6.0       -25.590       3         \$TABILIZED LEVEL FLIGHT       \$24       \$1.0       68.240       3         \$TABILIZED LEVEL FLIGHT       \$24       100.0       65.300       4         \$TABILIZED LEVEL FLIGHT       \$24       116.0       65.300       4         \$TABILIZED LEVEL FLIGHT       \$24       116.0       65.300       4         \$TABILIZED LEVEL FLIGHT       \$24       115.0       -0.000       5         \$TABILIZED LEVEL FLIGHT       \$24       115.0       -0.000       5	19	807	81L1260	Level	4	324	23.€	9	281.490
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STABILIZED LEVEL FLIGHT 324 8C.6 -25.590 31 STABILIZED LEVEL FLIGHT 324 91.0 68.240 33 STABILIZED LEVEL FLIGHT 324 116.0 65.300 46 STABILIZED LEVEL FLIGHT 324 116.0 65.300 46 STABILIZED LEVEL FLIGHT 324 115.0 -0.000 53	10	600		LEVEL	2	324	25.0	12	259.90(
STABILIZED LEVEL FLIGHT       324       91.0       68.240       354.2         STABILIZED LEVEL FLIGHT       324       106.0       99.710       400.9         STABILIZED LEVEL FLIGHT       324       116.0       65.300       460.0         STABILIZED LEVEL FLIGHT       324       115.0       -0.000       520.8         STABILIZED LEVEL FLIGHT       324       120.0       42.650       605.6		910		LEVEL	2	324	900	23	315.610
LEVEL FLIGHT 324 106.0 99.710 400.0 LEVEL FLIGHT 324 116.0 65.300 460.6 LEVEL FLIGHT 324 115.0 -0.000 520.8 LEVEL FLIGHT 324 126.0 42.650 605.6	3	118	STABLLIZED	LEVEL	PL 1GHT	324	91.0	17	-
LEVEL FLIGHT 324 116.C 65.300 46C.6 LEVEL FLIGHT 324 115.C -C.000 520.8 LEVEL FLIGHT 324 126.C 42.650 605.6	0,	612	STABILIZEE	LEVEL	FL ICHT	324	166.0	11	6-9
LEVEL FLIGHT 324 115.C -C.000 528.86	6	113	STABILIZEE	Level	FLIGHT	324		30	3
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3000 F7 HC NC. 1	RD STA 140	CSC	45323.250	31773.666	21727.125	22194.375	22895.250	29564.666	26355-625	33174.750	32473-875	24297.600	17545-125	19157-250	17585.125	20325.375	20329.374	19624.500	25932.375
125.4 05C.	PR BL CHERD	MEAN	-5139.750	-6410.500	-1242.375	-700.475	-467.250	1220	1166-125	230.2	-10960.375	-11661.250	-6644.124	-4672.500	-3564.374	-2162-624	-2565:075	-1401.749	-700.874
G.W. 75GC	YCAL		23.	43.6	56	• 00	-15	100	115.	126.	23.	43.	56.	96.	91.	100.	116.	115.	126.
90		RPM	316	310	310	310	316	310	310	310	324	324	324	324	324	324	324	324	324
143-4 19 AUG 05		CN	7.10	FL IGHT	FLIC	FLIG	FLIG	FLIC	FLIG	FL 10	FL 10	FIG	5110	7.10	FL 16	FLIG	FLEC	FLIG	FLIC
FLT. CATE		Choll	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	Level	LEVEL	LEVEL	LEVEL	Level	LEVEL	LEVEL
JH-18 543				110111260	TABILIZED	TABILIZED	TABIL 128C	TABILIZED		TABILIZES									
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799	TABILIZE	D LEVEL	FL IGHT	-	4	4868-1	2 C	255.4
800	TABLETZE	_	FL IGHT	-	43.6	0	90	253.1
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6       STABILIZED LEVEL FLIGHT       324       43.0       127.875       116.250       135.5         9       STABILIZED LEVEL FLIGHT       324       86.0       127.875       174.3         1       STABILIZED LEVEL FLIGHT       324       91.0       209.250       209.2         2       STABILIZED LEVEL FLIGHT       324       106.0       174.375       290.2         3       STABILIZED LEVEL FLIGHT       324       116.0       151.125       340.3         5       STABILIZED LEVEL FLIGHT       324       115.0       139.90       325.5         5       STABILIZED LEVEL FLIGHT       324       115.0       139.90       325.5	101	-	BILIZE	164	4	21	14		39.96	79.0	
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FCDEL	UH-18 543		143-8	•	150	30	3000 FT HD
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4	STABILIZ	10	2	~	3	0.60	18.2
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u	u	PR YOKE BE	EAN	7544.26	7544.20	36253	6405.99	24100-39	7116.79	25638.55	33329.55	4867.79	91787.59	7946.79	52-6423	54864.39	7173.39	45625.19	635.19	4864.39	1626.59
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3000 FT HD NG. 1	STA 1	050	6351-05	09.0260	5212-10	30-8735		C444.8C	C444.8C	7590.60	6628.96	1356-20	6163.50	0455.10	4271.GC	9741.55	2357.90	1406-50	0652.94	4622.85
18. ALT.	FR BL CHUR	EAN	8CC-45	9514.0C	9514.00	3505.60	-1189.250	962.80	475.70	951.40	427.10	585.70	C941-1C	989.70	611.20	616.35	329.96	475.70	713.55	713-44
6.W. 75CC C.G. STA:	VCAL	X	310 23.	10 43.	10 55.	10 60	310 91.0	16 100	10 116.	10 115.	10 120.	24 23.	24 43.	24 55.	24 BC.	24 91.	24 166	24 116.	24 115.	24 12C
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	3	STAB	371	LEVEL	FL 10	3	23.	521	000	0	66.9
	6	STAB	371	15751	FL 10	-	63	923	55.	-	66.5
3	3	ST 48	121	LEVEL	FL10	-	5	312	.00	N	22.4
	3	STAB	371	LEVEL	FLIG	-	3	189	55.		56-9
	3	STAB	12E	LEVEL	FL 16	-	1.	057	56.	~	5. CC
1	3	STAB	371	LEVEL	FL 19	-	00	252	25.	64	i.00
	M	ST 16	371	LEVEL	F. 16	-	16.	949	66.	.2	65.9
- 1	4	STAB	171	LEVEL	FLIG		5	252	20.	6	2.00
	4	STAB	371	LEVEL	FL 16	-	26.	415	\$5.	S	9.00
. !	4	STAB	371	15761	FL 16	N	23.	952	55.		2.99
at .	-	ST 18	371	LEVEL	FL 19	1.0	*	102	66.	1	0.99
9 1	940	5748	14.1280	LEYEL	FLIGHT	324	38.0	61491	000	3641	
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	948	STAB	371	LEVEL	FL 16	M	-	639	55.	O	5.CC
		ST A8	371	LEVEL	FLIG	N	CC.	445	56.	O	9-00
1		STAG	371	LEVEL	51.10	N	0	416	.00	~	20.0
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	834	TABILIZE	_	16	-		£201.40	2254.4
	935	TAPILIZE		2	-		2892.79	5573.5
	934	TABILIZE	_	10	-		3562.55	3616.0
	837	TABIL12E	-	31			36.6265	9312.6
	939	TABILIZE	_	16	-		1223.36	CCBE.9
	650	TAB 11 12E	_	16	-		136C.39	2487.5
(	048	TABILIZE	-	16	-		7620.00	0477.0
	841	TABILIZE		10	-		2434.55	1253.1
	115	1401L12E		16	LA		7919.29	1553.5
	143	TABILIZE	-	2	14		9541.EC	9254.4
	944	<b>57171871</b>	-	16	14		CE62-19	5541.7
	848	FABILIZE	-	9	N		5506.7C	1217.3
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O.	847	TABILIZE	-	10	N		3951.09	4.74.2
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838	-	11.12	LEV	FLIG	-			7		6.316
639	-	11.12	187	F. 16	-			20		6.333
940	\$14	9111260	LEVEL	FLIGHT	310	115.0		1.044		6.399
841	-	11.12	LEV	FL. 16	-			.94		4.
842	-	11.12	137	FL 1G	N			90		6-200
843	-	11.12	LEV	FL 1G	N			.06		7
440	-	11.12	LEV	917	N			.03		7
845	-	11.12	LEV	FIG	:4			. 67		7
949	-	7171	LEV	FL 16	2					
243	-	11.12	LEV	FL 1GH		.00		.13		2
848	-	11.12	160	FL 1GH	~			Ca		6.327
649	-	1112	LEV	FL 16	W	15.	*518	. 0.5		-
850	-	11 12	1 FV	FF 1C	1	26		-		4

DLACES

LGAD SURVEY - BACAR ANTENNA MIR

CTR				The spinors of the sp	VCAL	GC VERT VIPE	RATION
S	TEST C	TIGHT	NO			K	5.0
833	STABILIZED	EVEL	FL 1GHT	-	23.€	20.	.08
834	STABILIZEC	EVEL	FL IGHT	310		.97	. C8
835	STABILIZEC	LEVEL	FLIGHT	310	\$	1.027	0.080
830	STABILIZED	EVEL	FL IGHT		3	4	110
137	STABILIZEC	EVEL	FL IGHT	316		41	
638	STABILIZEC	EVEL	PL LGPT		.50	W	111
139	STABIL 12EC	EVEL	FLICHT	310	16.	12	111
040	STABILIZEC	EVEL	FL IGHT	310		.0	.13
111	STABILIZED	EVEL	FL IGHT	310	20.	~	.10
240	STABILIZEC	EVEL	A IGHT	324	(1)	65.	E
643	STABIL 12EG	EVEL	PL 1GHT	324	-	U	2
=	STABILILEC	EVEL	FL IGHT		5	17	60.
943	STABLEIZEC	EVEL	FL IGHT			V	.08
1	STABILIZEE	70	FL ICHT	324		4	11.
210	STABILIZED	>	FLIGHT	324		4	.15
3	STABILIZED	EVEL	A 1GHT	324	110.0	WI	
648	STABILIZED	>	FL IGHT	324	4,	O	10
150	STAB121250	2	FI LCHY	326		4	-

Ä.

ALT. 3000 FT HD CSC. NG. 1

G.B. 7500 Lb. C.G. STA: 132.2

FLT. 143-6 CATE 19 AUG 65

MODEL UH-18 543 SHIP AF 62-2023

780

E. CB /6:

1 4 ONC DO 14C 5. - 79

LCAD SURVEY - RACAR ANTENNA MIR

GLADES

		1							1					ŀ							
	NO. 1	ST TUEE	020	34.50	40.70	40.70	64-15	11.05	81.40	40.02	63.47	65.00	65.67	75.87	52.42	52.42	34.50	81.40	C6.83	93.12	351.156
E. ALT.	133.2 GSC. NO	8/H CYC 600:	EAR	64.15	4C.7C	64-15	64-15	55.15	11.05	93.12	46.22	64.85	99.32	28.97	52.42	92.42	34.56	57.95	27.6C	22.77	234.560
.h. 75CC	.C. STA.	VCAL	KTS	23	4.	55	8	51	321	110	115	120	23	4.3	56	96	16	100	110	115	120.0
Ç	J		RPP	-	-	-	-	-	-	-		-	N	~	~	N	.7	4	N	~	324
#3 1	19 AUG 65		NO.	O	U	C	()	U	U	O	FL IGHT	9	FL IGHT	FL IGHT	FL IGHT	FL ECHT	FLICHT	FL IGHT	FL IGHT	FL IGHT	FLIGHT
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-10 543	62-2023	ì	EST	TABILIZEC	TABILIZED	TABIL 12 EC	TABILIZEC	TABILIZEC	TABILIZEE	TABIL12 60	TABILIZED	TABILIZEC	TABILIZED	TABILIZED	TABILILED	TABILIZEC	TABIL1260	TABILIZEC	TABILIZEC	TABIL 12 EC	ABIL1250
FCOEL UN-	SHEP AF	CTR	NO.		34	35	1		38	39		14		43			46				850
-	-					*													1		

BLADES

--- W--- 35 ---

LCAD SURVEY - RACAR ANTENNA M/R

LCAD SURVEY - RACAR	8 ANTENNA M/R	SE ACES		
UH-18 543 AF 62-2023	FLI - 143-E CATE 19 AUC 65	G.W. 7500	123.2 CSC.	3666 FT HO
		VČAL	L/H CYC RGE	257 168
TES	CONDIT TON	<b>3</b> .	FEAR	5
STABILIZ	LEVEL FLIG	310 23.	1.22	45.92
STABILIZ	LEVEL FLIG	10 43.	4.90	34.70
STABIL 12	LEVEL FLIG	10 55.	2.45	57.15
STABILIZ	LEVEL FLIG	10 ec.	35°4	62.65
STABILIZ	LEVEL FLIG	10 51.	56-12	35.72
STABILIZ	LEVEL FLIG	10 100.	45.92	13.27
STABILIZ	LEVEL FLIG	10 110.	202.05	36.75
STABILIZ	LEVEL FLIG	10 115.	179.60	36.75
STARIC 12	LEVEL FLIG	1C 12C.	7.15	91.85
STABILIZEC		324 23.0	33.675	168.375
TABILIZ	LEVEL FLIG	24 43.	3.67	45.52
STABILIZ	LEVEL FLIG	24 59.	4.90	34.76
STABILIZ	LEVEL FLIG	24 86.	20-0	34.76
STABILIZ	LEVEL FLIG	24 91.	3.67	68.37
STABILIZ	LEVEL FLIG	24 166.	35.	79.60
ST 40 1L 12	LEVEL FLIG	24 116.	4.50	79.60
STABILIZ	LEVEL PLIS	24 115.	22.45	C2.05
STAB11.12	LEVEL FLIG	24 126	9.86	24.50

D86

PAC -- 3h

35 .... 35 .....

LOAD SI	SURVEY - RACAR	R ARTENNA	NN % /R	ELACES	ES				
COEL	H-18 54	<u>ب</u>	143-6		150		At T.	3000 F	O.H
SHIP	_	DATE	4	ن•ن ن•ن	-	133.2	OSC.	NC. 1	
CTS		1			C	כפרר	acc.	ST TEEE	
U	ES	Z	ופא			3		U	SC
633	TABILIZE	LEV	3	310	77	-	99	N	~
834	STABILIZEC	LEVEL	FLICHT	310	43.0	91		73.	930
~	STABILIZE	3	0	-	5	0	4	N	, ~
~	STABILIZE	2	ICE	-	3		8		4
-	STABIL12E	E	3	-	-	N	6	40	O
4	STABILIZE	S.	101	-	CC.		U	53	U
~	STABILIZE	2	101		16.		-	34	~
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•	STABILIZE	E	LCH	~	20.	-	10	19	•
	STABILIZE	<b>E</b>	151	1	5	9	44	56	•
	STABIL 12E	2	2	4	177	4	55	-	0
-	STABILIZE	7	5	N	5	0	~	3	0
-	STABILIZE	2	51	3	3	-	6.5	U	0
840	STABILIZE	2	2	N	-	0	-32C	9	.180
847	STABIL 12E	E	-	324	:		65		9
848	TABILIZE	>	()		ن	5	17	53	•
•	TABILIZE	3	16		W3	5	-	5.8	9
10	TABIL 126	EV	16		U		77	4	4

REPERT 204-167-113

BY J.A. Mangum

CHECKEDR.H. Wheelock

MELL HELICOPTER COMPANY

MODEL UH-1B PAGE 163

APPENDIX F

Flight Log of Equipment

BY.	J.	A. Ma	ngum		Τ.	BLL. H	EUCOPTE	R oc	MPNNY	MODEL	UH-18	PAGE	164
CHE	CKE	o R.H.	Whee	lock	. ""	1 011164 00	) 1 402 · 10	** ***	10 ( 17146	RPT_2	04-100	-113	
	IGHT LOG	Purpose of Flight & Remarks	Shakedown; Tracking & Balance Check	Flight Shakedown	Load Level Survey	Load Level Survey	Electromagnetic Radiation Tests	Electromagnetic Radiation Tests	Electromagnetic Radiation Tests Tape faled on white blade leading edge after 4.9 hours	Electromagnetic Radiation Tests Tape failed on white blade after 2.9 hours.	Electromagnetic Radiation Tests Tape bulged but not replaced. Mask- ing tape used to patch bulges.	Electromagnetic Radiation Tests Tape failed but patched on both blades.	Electromagnetic Radiation Tests Tape failed but patched on both blades.
TABLE I	MAIN ROTOR RADAR BLADE FLIGHT LOG	Changes In Configuration	Radar Blades Installed No Wave Guides to Cabin	None	Ballasted to C.G. of 125.40 inches	Ballasted to C.G. of 133.2 inches	Wave Guides to Cabin Installed. Transmitter Installed. Ballasted to 131.59 inches.	None	None	White Blade Retaped	White Blade Retaped	None	None
	1	Date	8-18-65	8-18-65	8-19-62	8-19-65	8-26-65	8-27-65	8-30-65	8-31-65	9-1-65	9-2-65	9-3-65
		Flight Time	£.	.2	<b>4</b> .	7.	<b>ຕ</b> ຸ	2.2	1.1	2.9	1.9	3.6	2.4
		Flight	GR37	142	1434	1438	144	145	146	147	148	149	150

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			angum			451 1000			MODE	UH-	1B	PAGE_	165	_
	CHECK	EDR.	H.Whee	lock	2851 811161	111 111	100	 141	RPT_2	04-10	001	13		_
			Purpose of Flight & Remarks	Shakedown of Heater Mixing Valve	lve n Hu e ter									
	TABLE I - (Cont)	MAIN ROTOR RADAR BLADE FLIGHT LOG- (cont)	Changes In Configuration	None (Bladewise)				٠						
		MAIN	Date	9-8-65	Time				±					
		•	Flight Time	3 E	17.4 Hour									
7872 55425			Flight Number	GR38 151	•			 						

I.

BY J. A. Mangum

CHECKED R.H. Wheelock

WELL HELICOPTER COMPANY

MODEL UH-1B PAGE 166

APPENDIX G

Pilot Reports

872 95458

TOV

		**************************************	Rep	ort No	. 204-100-11
ev 8-24-65 DATE L.Hartwig	BELL HELICOI	PTER COMPANY	MODEL	-1B	PAGE 1
CHECKED DATE	**** ****** *** ***	1001 00010 L 1000	HELICOPT 54	3 (62-	2023)
PILOT Hartwig	PILOT R	REPORT	PLACE	ou thwe	et
CREW			142 8	o.  -18-65	GROUND RUN NO.
WEATHER	4	PRESSURE ALT.	O. A. T.		WIND
PURPOSE Radar Blade Shake	down				
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION	. 2	
C.G. FROM STA. 0.	6505 Les.	TOTAL PLIGHT TH	ME TO DATE	TOTAL EN	IGINE TIME TO DATE
CHANGES SINCE LAST FLIGHT	202				

1. Removed tiedown assembly.

2. Removed two washers from each main rotor balance weight.

3. Safetied main rotor pitch link assembly.

The purpose of this flight was to shakedown the rotor installation.

Track and balance was very good at all times. Oscillograph records were secrured at 80, 100 and 120 Knots to check the instrumentation. Post flight inspection of the leading edge covering indicated that it was still bonded to the blade very securely.

86: LWH: bt-2509

7671 SEATS DE V 1145

Page 165 Report No. 204-100-113

BALL HELICOL		WOOEL UH-1	.В		PAGE
1001 011161 001 101	1001 W0010 L 16E04	HELICOPT 6	7 62-28	23)	
PILOT R	EPORT	PLACE	South	vest	
				GROUND	RUN NO.
	PRESSURE ALT.	0. A. T.		WIND	<u> </u>
Load Level		1			
TIME TAKE OFF	TIME LANDING	DURATION A:	4 - B:	.4	
7550 Les.	192 0		TOTAL EN	GINE TIM	E TO DATE
	PILOT R  Load Level TIME TAKE OFF	PRESSURE ALT.  Load Level  TIME TAKE OFF TIME LANDING  G.W. TOTAL FLIGHT THE	PILOT REPORT  PLACE  PRESSURE ALT.  O. A. T.  LOAD LEVEL  TIME TAKE OFF  TOTAL PLIGHT TIME TO DATE  7.550  TOTAL PLIGHT TIME TO DATE	PILOT REPORT  PLOT REPORT  PLOT REPORT  PLOT SOU the FLIGHT NO. 143 8-19-65  PRESSURE ALT. O. A. T.  LOAD Level  TIME TAKE OFF  TOTAL FLIGHT TIME TO DATE TOTAL EN	PILOT REPORT  PLACE  PLACE  SOU THWEST  FLIGHT NO.  143 8-19-65  PRESSURE ALT.  O. A. T.  WIND  LOAD LEVEL  TIME TAKE OFF  TOTAL FLIGHT TIME TO DATE  TOTAL FLIGHT TIME TO DATE  TOTAL FLIGHT TIME TO DATE  TOTAL FLIGHT TIME TO DATE  TOTAL ENGINE TIME  TOTAL FLIGHT TIME TO DATE  TOTAL ENGINE TIME  TOTAL FLIGHT TIME TO DATE  TOTAL ENGINE TIME

A: 1. Installed 1050# ballast at Sta. 78.

2. Daily inspection completed.

B: 1. Ballast as follows: 275# at 185 and 775# at 117.

2. Fueled to capacity.

The purpose of these flights was to secure a load level survey on the radar antenna blades.

Flights were made at 7500 pounds and at both C.G. extremes. Standard load level maneuvers were flown and the loads recorded. The light weight rubber covering on the leading edge appears to be holding up real good.

Refer to the engineering flight test report for the results of the records.

86:LWH: bt-2517

SEATO REV. 110

Report No. 204-100-113

L. Hartwig 8-24-6	5	PTER course	MODEL	H-1B	PAGE
CHECKED DATE	**** ****** *** ***	1911 91919 k 19141	HELICOPT	n number ou thweat   GROUNG	
PiLot Hartwig	PILOT R	REPORT	PLACE S	outhwest	
CREW			FLIGHT NO		8-18-65
WEATHER		PRESSURE ALT.	0. A. T.		
PURPOSE Radar Blade	Checks Groun	d Run			
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION	.3	
C.G. FROM STA. O.	G.W.	TOTAL PLIGHT TH	ME TO DATE	TOTAL ENG HET	IME TO DATE
CHANGES SINCE LAST FLIGHT					

A: 1. Daily inspection completed.

2. Removed main rotor and removed blades.

3. Installed main rotor blades S/N A2-247 and A2-836 (radar blades).

4. Aligned and balanced main rotor assembly and installed to B/P.

5. Installed main rotor standpipe and slip ring.

6. Reinstalled stabilizer bar assembly to B/P same.

7. Replaced starter-generator with S/N 1332 Lear Siegler.

Removed ballast from Sta. 116.

9. Installed tiedown link.

10. Reweighed ship with 1150# fuel aboard.

11. Repaired leading edge of radar blade S/N A2-836 per Jan Powell.

B: 1. Rolled white blade 3/4 flat.

The purpose of this ground run was to shakedown the rotor installation. The thick rubber covering on the leading edge was removed and a thin light weight material was bonded on. On the previous flight, the thick covering peeled off, resulting in a very heavy one per rev.

An RPM and power sweep was run and there appeared to be no problem. Boost off check revealed the collective forces were excessive on the positive side so two washers were removed from the chinese weights. This balanced the force out to an acceptable level.

Oscillograph records were secured of the RPM and power sweep. Refer to the Engineering Flight Test Report for the results of the data recorded on this run.

A post run inspection of the leading edge covering revealed no evidence of the tape becoming loosened.

86:LWH:bt-2510

71 SS416 MEV. 1163

		E-y-Weight Court			
L. Hartwig	MILL HELICOI	THE COMPANY	WOOST.	18	PAGE 1
CHECKED DATE	PO01 0111EL 001 401	1601 00010 1 16060	HELICOPTE 543	(62-202	3)
Hartwig	PILOT R	EPORT	PLACE	Sout	thwest
REW			144 8	-26-65	UND RUN NO.
PEATHER		PRESSURE ALT.	O. A. T.	WING	
PunPose Radar Blade	Installation	Shakedown	<del>-</del>		
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION		
31.57	6597 LBS.	TOTAL PLIGHT TIN	E TO DATE	TOTAL ENGINE	TIME TO DATE
CHANGES SINCE LAST PLIGHT A. 1. Daily insp 2. Ballast 200# a	at Sta. 83 (ot	server seat			

Installed radar-antenna blade system, Ref. 299-760-003 and Engineering Instructions.

The purpose of this flight was to shakedown the radar antenna rotor blades after all the electrical connections were completed.

A run up on the ground with high rotor RPM and a lot of flapping by stirring the cyclic was made. An inspection revealed no evidence of the hardware shifting from centrifugal force or from flapping and feather motions. A flight was made up to 125 Knots. Post flight inspection revealed no evidence of hardware shift. The installation appears to be airworthy.

86: LWH: bt-2530

Report No. 2845100-113

L. Hartwig	BELL HELICO	PTER COMPANY	MOORL	H-18		PAGE
CHECKED DATE	POST DIVICE BOT 407	7001 00010 L 18841	HELICOPT	2-2023)		
PiLOT Hartwig	PILOT R	REPORT	PLACE	outhwe	st	
CREW	4 31		PLIGHT NO	-27-65	GROUND	RUN NO.
WEATHER		PRESSURE ALT.	O. A. T.		MIND	
PURPOSE Radar Blade Re	adiation					
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION	2.2		
C.G. FROM STA. O. 131.59	6.w. 6597 Less.	TOTAL PLIGHT TIL	ME TO DATE	TOTAL EN	GINE TIM	E TO DATE
CHANGES SINCE LAST FLIGHT						

1. Daily inspection completed. (No changes).

The purpose of this flight was to ferry to Globe and to fly at and over a target 5000' north of Globe 800' high to measure antenna pattern and signal strength from the signal generating from the blades.

David Young, the consulting engineer, was very pleased with the results of the data recorded on this flight.

Refer to the Engineering Flight Test Report for the results of the data recorded on this flight.

LWH: bt-2546

Report No. 204-100-113

ev 9-2-65 DAYE L. Hartwig	BELL HELICO	PTER cownwy	WOORL	-1B	PAGE	
CHECKED DATE	POST STREET SOF 487 .	1861 00010 L 1888	HELICOPTI 543	ER NUMBER (62-20)	23~)	
PILOT Hartwig	PILOT R	EPORT	PLACE	Sou thw	est	
CREW			146 8	-30-65	GROUND RUN	ю.
WEATHER		PRESSURE ALT.	O. A. T.		WIND	
PURPOSE Radar Blade	Transmission	Flight	<u> </u>			
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION	1.1		
C.G. FROM STA. O. 131.59	6597 Las.	TOTAL FLIGHT TI		TOTAL EN	GINE TIME TO	DATE
CHANGES SINCE LAST ELIGHT		<u> </u>		L		

1. Daily inspection completed.

The purpose of this flight was to secure data on the radar antenna blades.

A number of test points were secured using a marker 5000' horizonitally from Globe and 800' above the ground. A signal was transmitted from the blades to a ground recorder that measured the signal on an oscilloscope. A photograph was made for a permanent record.

The plastic tape material used to cover the antenna area in the nose section of the blades started to come off so the data flights were terminated.

Refer to the Engineering Report for the data recorded on this flight. The Engineers were pleased with the results of the raw data obtained to date.

86: LWH: bt-2547

Page 173 Report No. 204-100-113

L. Hartwig	PILOT REPORT		WOORL UH-1B	PAGE 1		
CHECKED DATE			HELICOPTER HUMBER 543 (62-2023) PLACE			
PILOT Hartwig						
Magnum Magnum			147 8-31-65	GROUND RUN NO.		
WEATHER	PRESSURE ALT.		0. A. T.	WIND		
Rada- Blade	Transmissions					
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION 2.9			
131.95	6597 LBS.	TOTAL PLIGHT TH		NGINE TIME TO DATE		
changes since Last Flight  1. Recovered 1  2. Daily inspe	eading edge o	f main roto ed.	r blade.			

The purpose of these flights was to ferry the helicopter to and from Globe and to secure radar antenna blade signal data.

A number of data points were recorded using the same location north of Globe as on previous flights. The surface winds were 15 to 20 Knots preventing any hover flight dat. The Engineering people running the recording equipment appear to be happy with the data recorded. The plastic covering over the antenna blade that is being used came loose in about one hour. The other blade still looks good.

Refer to the Engineering Flight Test Report for the results of the data recorded on these flights.

86:LWH: bt-2550

71 SEATO REV. 1163

Page 174
Report No. 204-100-113

L. Hartwig	PILOT REPORT		WH-1B	PAGE 1		
CHECKED DATE			HELICOPTER HUMBER SOU thwest Place			
PILOT Hartwig						
CREW			FLIGHT NO. 148 9-1-65	GROUND RUN NO.		
WEATHER		PRESSURE ALT.	O. A. T.	WIND		
PURPOSE Radar Blade	Transmissions	,		<u> </u>		
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION 1.9			
131.59	6.w. 6597 LBS.	TOTAL PLIGHT TIE		NGINE TIME TO DATE		
CHANGES SINCE LAST PLIGHT						

- Replaced tape on white main rotor blade leading edge.
- Reworked wave guide at top of mast. Daily inspection completed.
- 3.

Topped off fuel.

The purpose of this flight was to ferry the helicopter to and from Globe and to secure data on the signal strength being transmitted from the rader antenna installed in the blades. wave guides were changed over so the antenna on the other blade was tested. Only one blade at a time is used as an antenna on these tests.

The plastic tape on the leading edge of the blades held up much better than the previous flights. On this flight the tape wrinkled up over the antenna but it did not come loose.

Data was recorded over the same target as on the previous flights. Refer to the Engineering Flight Test Report for the results of the data recorded on this flight.

86: LWH: bt-2553

ge 175 204-100-113

9-7-65	PILOT REPORT		UH-1B		PAGE 1	
DATE			HELICOPTER HUMBER 543(42-2023) PLACE Southwest			
					GROUND RUN NO.	
		PRESSURE ALT.	O. A. T.		WIND	
Blade T	ransmission	8				
	TIME TAKE OFF	TIME LANDING	DURATION 3.6			
A. O.	6597	TOTAL PLIGHT TIME TO DATE TOTAL ENGINE T			NGINE TIME TO DATE	
	9-7-65 DATE Blade T	PILOT F  Blade Transmission  Time take off  A. O. G.W. 6597	PILOT REPORT  PRESSURE ALT.  Blade Transmissions  Time take OFF Time Landing  A. O. G.W. TOTAL PLIGHT TE	9-7-65 DATE  POLITION OF THE COMPANY POLITICATION OF THE COMPANY PLICATE SUBJECT OF SUBJ	PILOT REPORT  PRESSURE ALT.  DIATE  PRESSURE ALT.  DIATE  PRESSURE TO ALT.  DIATE  PRESSURE TO ALT.  O. A. T.	

Daily inspection completed.

Added one wrap of 2" masking tape to each main rotor blade 13;" from tips. 2.

Swapped pilot and co-pilot's altimeters.

The purpose of this flight was to ferry to and from the Globe plant and to secure data on the signal strength being transmitted from the radar antenna installed in the blade.

Data was recorded by the Engineering people at the ground station.

Refer to the Engineering Flight Test Report for the results of the data recorded on this flight.

86:LWH:bt-2560

176 Page port No. 204-100-113

L. Hartwig 9-8-6			MODEL UH-1B		PAGE	
CHECKED DATE	9901 011161 001 011	1007 90010 L 10000	HELICOPTER NUMBER 543 (62-2023)			
PILOT Hartwig	PILOT REPORT		PLACE Southwest			
CREW			150 9	-3-65	GROUND RUN NO.	
WEATHER		PRESSURE ALT.	0. A. T.		WIND	
PunPose Radar Blade	Transmission		<del></del>		<u> </u>	
ENG. REPOR. NO.	TIME TAKE OFF	TIME LANDING	DURATION	2.	4	
C.G. PROM STA. O. 131.59	6597 Les.	TOTAL PLIGHT TIL		TOTAL E	NGINE TIME TO DATE	
CHANGES SINCE LAST FLIGHT	ction complet	ed.				

2. Refueld to full capacity.

Reinforced radar antenna leading edge cover on main rotor. blades with masking tape per Engineering Instructions.

The purpose of this flight was to ferry to and from Globe and to record data of the signal strength being transmitted from the radar antenna blades.

The plastic tape covering the antenna on the leading edge of the blades came loose in several places. Masking tape was put over the loose areas to prevent further peeling. All data points were completed on this flight completing the current program.

Refer to the Engineering Flight Test Report for the results of the data recorded on this flight.

86: LWH: bt-2568

Page 177
Report No. 204-100-113

A. Averill	BELL HEUCO	PTER COMPANY	WOOSL UH-1B		PAGE 1		
CHECKED DAT		. PRAT	HELICOPTER HUMBER 543 (62-2023)				
Averill	PILOT R	PILOT REPORT		PLACE			
CREW			151 9-		GROUND RUN NO.		
EATHER		PRESSURE ALT.	0. A. T.		WIND		
Pumpose Instrumentatio	n Shakedown		1				
ENG. REPORT NO.	TIME TAKE OFF	TIME LANDING	DURATION 1.3				
C.G. FROM STA. O. 131.25	6910 Les.	000 6		TOTAL E	NGINE TIME TO DATE		
CHANGES SINCE LAST FLIG	HT						

l. Daily inspection completed.

2. Topped off fuel.

The purpose of this flight was threefold: to check out instrumentation, to accumulate flight time on the "radar" main rotor blades and to checkout bleed air heater mixing valve.

The instrumentation checked out O.K. The upper flexible wave guides (radar blade installation) failed during this flight. They did not fail completely in that the outer rubber tubing kept the metal part in place. The inner metal structure did fail, however. The bleed air heater mixing valve functioned in a satisfactory manner and the desired heat rise was attained.

See Flight Test Engineering for additional data.

86:AA:bt-2587

CHECKED R.H. Wheelock

MILL HELICOPTER CONTINU

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## LIST OF REFERENCES

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## DISTRIBUTION LIST

- 1 Kelley/Mackenzie/Library
- 1 UH-1 Project
- 1 Structures Group
- 2 Electronics Group
- 2 Flight Test Group
- 1 Development Group
- 1 Preliminary Design
- 1 David W. Young & Associates